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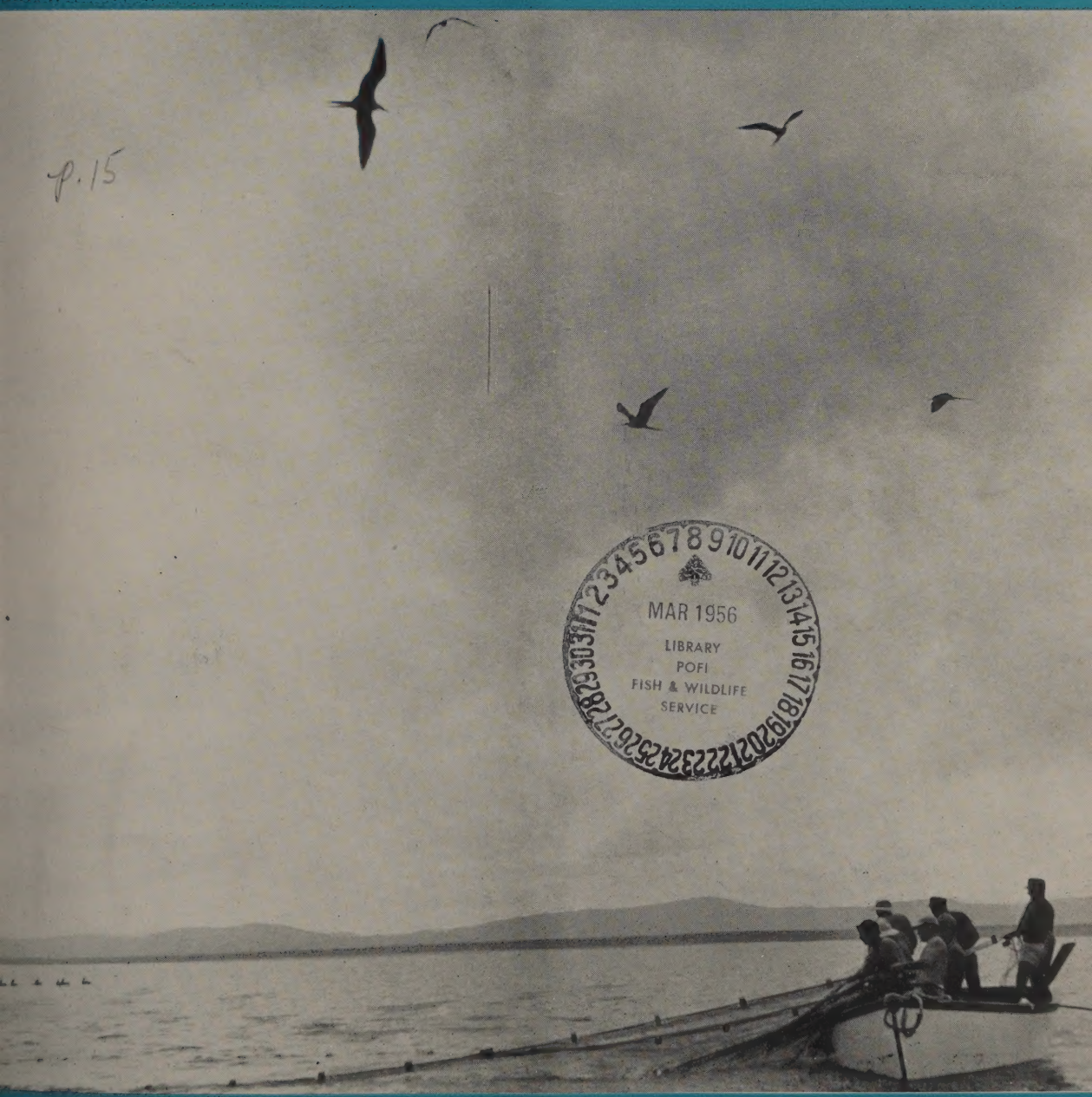

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534 S.W. 3rd Ave., Portland 4, Oreg. ..... CApitol 3-6348

Editorial and Advertising Office
71 Columbia St., Seattle 4, Wash. ..... MAin 1626

Regional Offices
370 Lexington Ave., New York 17 ..... MUrray Hill 3-9294
1791 Howard St., Chicago 26, Ill. ..... ROgers Park 4-3420
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121 Second St., San Francisco 5 ..... GArfield 1-5887
315 N. Avalon, Wilmington, Calif. ..... TErminal 4-4538
3518 Dante St., New Orleans 18 ..... AMhurst 2762

Circulation Department: 121 Second St., San Francisco 5, Calif; Charles C. Baake, Circulation Manager.

Send change of address to Circulation Dept.; include old and new address, and zone number.

Subscription rates: U.S., Canada, & Latin America, one year—$3, two years—$5, three years—$7. Other countries: one year—$4. **Postmaster:** Send form 3579 to Circulation Department.

ADVERTISING: Complete plates only should be sent to Pacific Fisherman, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions and insertion orders should be sent to the Seattle office.

PACIFIC FISHERMAN (with which is combined West Coast Fisheries). Published monthly except January when publication is semi-monthly, by Miller Freeman Publications, at 534 S. W. Third Ave., Portland 4, Ore. Entered as second class matter at the post office at Portland, Ore., under Act of March 3, 1879. Postmaster, please send Notice 3579 to PACIFIC FISHERMAN, 121 Second St., San Francisco 5, California.

A MILLER FREEMAN PUBLICATION

Is Soviet Union Making its Move on High Seas Fishing?

● Is Russia at last preparing to assert itself in the matter of North Pacific fisheries use and conservation?

Reports from the Far East would make this appear possible; even probable. There have been hints before that the Soviet was concerned about the growth of Japanese high seas fishing operations well off-shore from both coasts of Kamchatka.

This time the rumblings are deeper, more specific.

Semi-official Russian sources are quoted as saying that the "rapacity of the Japanese fishing industry" has reduced the spawning escapement to Asian streams.

The Japanese are quick to counter with the declaration that all of their activities have been conducted strictly in accord with international law; that Japan's salmon catch is only 61% as great as the pre-war average; and that no Japanese salmon fishing has been done within 20 miles of Russian territory.

● Japanese spokesmen have recognized that if, as they vigorously contend, their great ocean salmon catches were not fish of American origin; then they must have originated in the Asian streams of Soviet Siberia.

They have acknowledged further that in such case Russia would not indefinitely restrain itself. That time seems to have come.

● Last season when the Japanese sent crab and salmon fleets into the Okhotsk Sea to the west of Kamachatka some observers felt it must be with the acquiesence of the Soviet authorities. Others felt the move was a venture in infiltration.

Two salmon fleets found rich fishing in the Okhotsk last year. For 1956 the Japanese announce the licensing of *seven* salmon fleets; while the number of crab operations doubles to four.

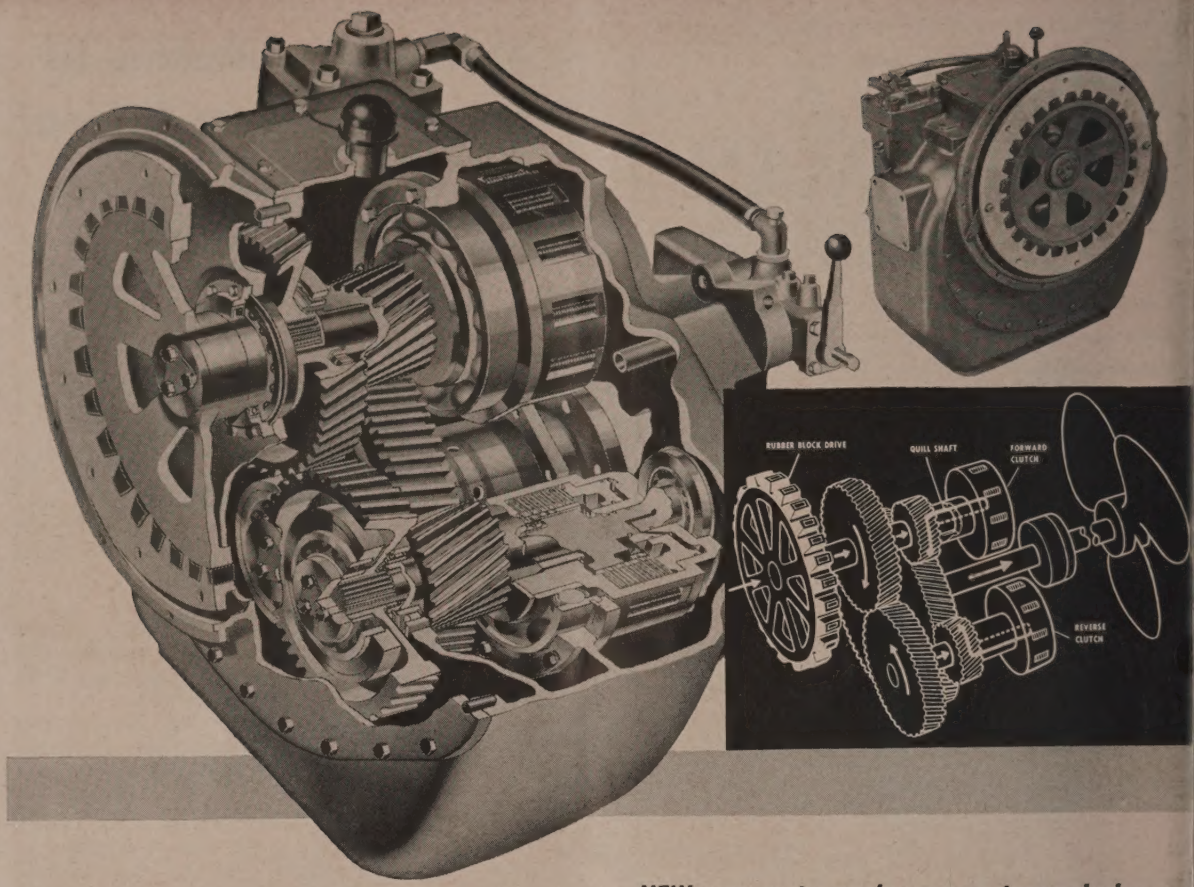
Were the Japanese encouraged to expand; or, having won in 1955, were they risking a pyramided bet?

● Answer may lie in the words of Russian Charge d'Affaires Domnitsky in Tokyo, as quoted in the Japanese fisheries press:

"Japan is sending out a large number of fleets to fish in waters which, although they may be international, are very close to the Soviet Union. Despite the fact that historically there have been close relationships in connection with operations of this kind, we have not been favored with a single word of notification or consultation. If Japan, consulting only its own interests, is going to carry on operations on the high seas without any consultation with the Soviet Union, then the Soviet Union can interpret the situation as leaving it free to take whatever measures may accord with its interests, and can only conclude that all of the responsibility which may arise in such a case will be on the Japanese side.

"In the past the Soviet Union has been said to be a sleeping lion, but I think the proper time has come for it to awaken to curb the mouse which is sneaking about before its nose.

"The opposition of the Soviet Union to Japan's joining the United Nations was based on our belief that it was still too early. This is a warning with regard to the Japanese-Soviet discussions (in London), and at the same time it should be interpreted as a warning with respect to the North Pacific Fisheries."



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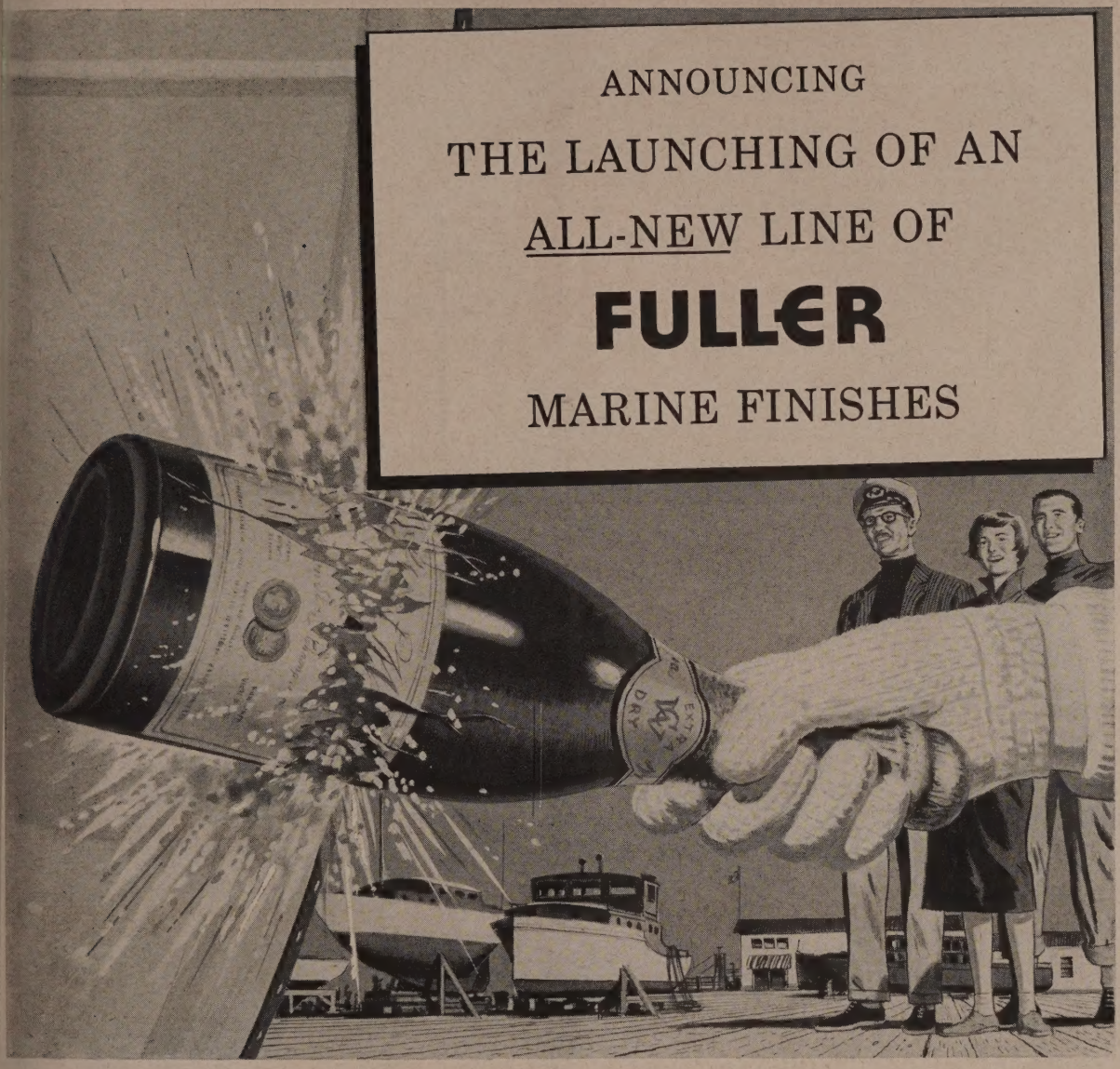

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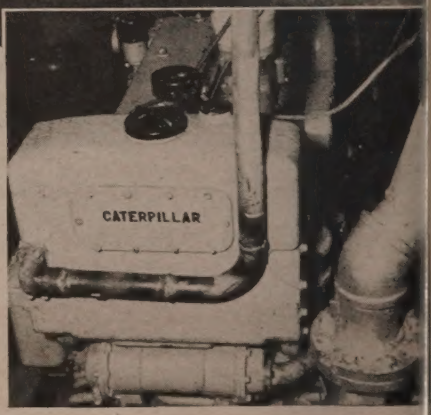

Here's the *Myrtle L*, showing her heels as she heads for sea. Owned by Dale Martin and Louis J. Gaebe, she fishes for yellow tail, skipjack, albacore and tuna out of San Diego, California.

When this 45-footer was new, ten years ago, two Caterpillar Diesels were put into her—a D13000 for propulsion and a D3400 for auxiliary power. Today she has a Cat D337 turning the 42″ x 30″ wheel, giving her more speed and power. The D3400 is still on the job.

Co-owner Dale Martin says: "We operated this boat from the start with the D13000 Engine, and were so well pleased with its performance that we chose the Caterpillar D337 when we repowered. The old engine gave us 21,000 hours without a single failure at sea. And the auxiliary D3400 has had only three overhauls in more than 28,000 hours."

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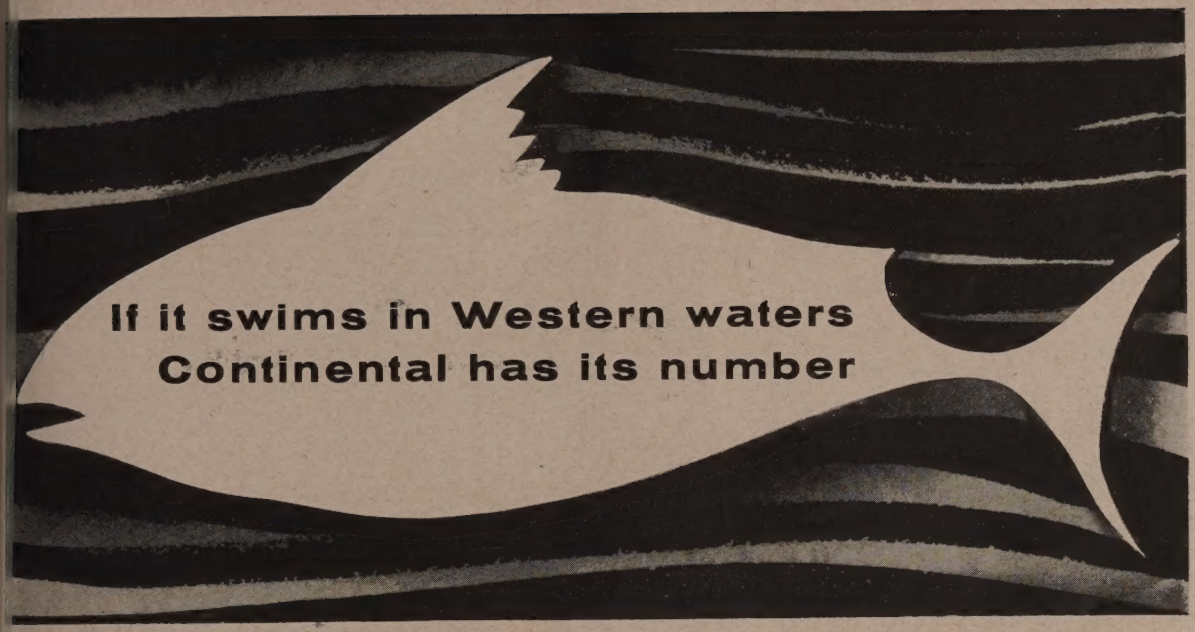

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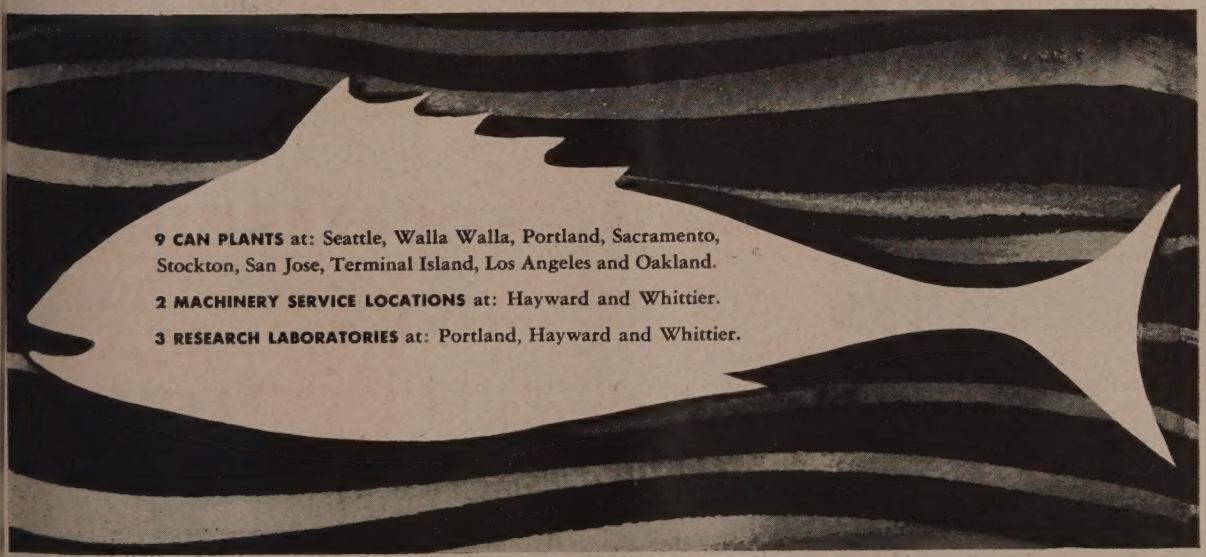

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Lobstering is his "hobby"...

Fishing and building ships his business...

Meet Maine's

HARVEY GAMAGE

It's a good many years now that Harvey Gamage, master shipbuilder and commercial fisherman, has been a familiar figure in South Bristol, Maine. He should be, for the townspeople there lived largely by the sea, and Gamage more than most.

Recognized as a top authority on fishing-craft construction, Harvey Gamage is now working on his 195th hull in thirty years. His yard is reported to have built more commercial draggers than any other from Maine to Florida, and for years his own *Eagle* was "High Liner" up and down the coast. Also in the record category is the 92-ft. scollaper he built.

How does a man start building fishing craft? Strangely enough, Gamage started building yachts, rather than commercial boats. That was in December of 1924, when, with a small shop on a 35 x 100 ft. lot and $225 – "every nickel I had" – he got his first order. "Everybody thought I was out of my head," he says now – "and I guess I was. Two feet of snow and nothing around but an open field. Then John Alden wired me to build two Friend-

ship sloops. Today the draggers we build bring a minimum of $100,000 each, depending of course on equipment and construction details."

A big, weatherworn man, Harvey Gamage speaks with the reticence of the born "down-Easter." The highest praise of any boat he knows is "seaworthiness." Usually he builds about three boats a year, though one year, right after the war, he built eleven, averaging 70 ft. in length. With the start of the war his pleasure-craft building turned to minesweeper construction for the government – and this in turn led to his present commercial contracting.

There's no comparison between the two types of building, according to Gamage. "With a yacht, if you're off a quarter of an inch the owner will make you re-do the job. In commercial building there's much more leeway," he says. "Owners often ask us to put in 'another frame or two' while she's under construction – and many of 'em start to grow after I start in on 'em." This difference can be seen in his record 117-ft. dragger, originally designed for 95 ft., as compared with his wartime minesweepers which didn't vary by more than an inch.

The other love of Gamage's life is fishing. He operates three vessels of his own out of port – the *Eagle*, after sole and haddock; the *Pocahontas*, after scallops; and the *Wawenock*, after red fish. The largest, the *Wawenock*, can carry 260,000 lbs. of fish in her holds.

But it's a "hard proposition, too," he says. "For one reason or another, fish are being driven further out to sea. Trips are much longer, prices at Boston fluctuate violently, owners and crews are losing money from lack of fish and competition from Canada, Nova Scotia and Iceland. Something is going to happen soon." Shipbuilding costs are four times what they were ten years ago, and insurance rates are at an all-time high. Gamage has no easy remedy, bu thinks some form of government sub sidy to fisherman is inevitable.

His hobby, believe it or not, is lob stering. This he started twelve year ago, finding that it took his mind off th problems of the day better than any thing else. He still tends the pots, win ter and summer, whenever he want to get off by himself. "Out there I'm all alone, nobody to bother me. Pull up one pot – maybe there's somethin – maybe nothin' – but there's alway the next to pull up. It keeps me going."

The Gamage family includes six gir and one boy. Three of the children ar in college, and though his son is on twelve, Gamage hopes some day to hand the business over to him.

Why did he start his business? "I never was happy working for anybo else," he says. "I guess I've had mo of the odd jobs around at one time o another, including carpentry and chop ping wood at $1.25 a cord. But nothi seemed right till I started maki ships. Guess I'll stick with it."

It certainly looks that way fro here. In the past ten years, Harv Gamage has taken a total of two week for vacation.

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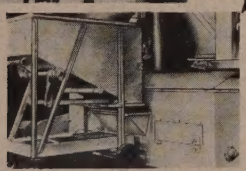

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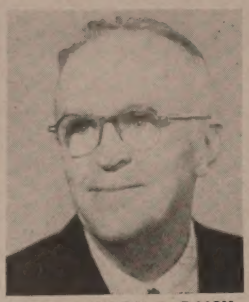

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Manager, Commercial Fisheries Dept.

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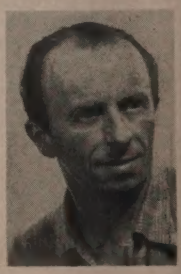

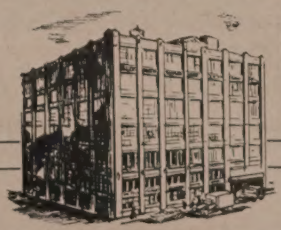

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PACIFIC FISHERMAN MARCH 1956

Biggest Run of Fish Strikes the Potomac

Run of fish on the Potomac this spring outstripped anything in the memory of the oldest resident of Capitol Hill.

Tuna and salmon, haddock and cod, fur seals and fish sticks all were involved; and the implications of the Potomac operations were felt alike from Peru to the Pribilofs, and from Shimoniseki to Stavanger.

This being a Presidential Year, the fish run of 1956 has numerous obvious political aspects.

This being a Presidential Year, with Congress due to adjourn early, it is equally obvious that there is scant likelihood of the fish run eventuating in much in the way of solid-pack accomplishment.

● *BIGGEST SWIRL* in Congress was that produced by H.R. 8001, authored by Wilson (R, Calif.) and me-too-ed by some 24 others at latest count available at presstime.

The school of fish bills led by 8001 have three essential points:

1. Declaration of a national policy with respect to fisheries which "recognizes the material contribution made to the food-producing segment of the national economy by the commercial fisheries of the United States and that industry's potential for strengthening the defense of the United States. As is true with other segments of our economy, the well-being of commercial fisheries has a direct bearing on the well-being of all."

2. To transfer Federal functions with respect to *commercial* fisheries to the Department of Commerce from Interior; and to provide an Assistant Secretary of Commerce for Commercial Fisheries who would have, in addition to the responsibilities presently accompanying control over commercial fisheries, administrative authority conferred by the third aspect of the bill.

3. To provide authority for the Assistant Secretary for Commercial Fisheries to employ economic measures such as loans for boat building and other capital purposes, as well as to make *"purchases* and *payments* with a view to securing to domestic fisheries a fair share of the national income"; and also to set-up for operation by the Assistant Secretary a system of studies of imports and their effect. Heart of this latter portion of the bill is as paragraph: "No trade agreement or other international agreement heretofore or hereafter entered into by the United States shall be applied in a manner inconsistent with the requirements of this section".

The Wilson Bill undoubtedly had its origins in the suggestions of the American Tunaboat Association of San Diego. (*See "American Tunaboat Association's Outline for U.S. Policy on Commercial Fisheries", Page* 23, *Pacific Fisherman for January*, 1956.)

● *INDUSTRY REACTION* — The bill has developed a lot of support from fishermen's organization along a large segment of the American coastline, notably in California, New England, Texas, and Florida.

At the same time, some direct opposition has developed. The Fishery Products Committee of the National Canners Association opposed it flatly. The National Fisheries Institute to presstime "has as yet taken no formal position on the legislation", which it was "studying carefully". Majority of N.F.I. members contacted by Institute headquarters were reported "opposed to parts of the bill". The Coordinating Committee of the Canned Salmon Industry reports that industry will neither oppose nor support the bill.

Principal objection to HR 8001 centers around Point 3, as outlined above, with its apparent authority for price support purchasing and bounty payments. The import control portion also has drawn some fire, although not so heavily.

American Tunaboat Association spokesmen evidently are willing to see the measure modified materially in order to "retain the three key points of (1) policy statement, (2) creation of higher fishery office, and (3) adequate functions for the new office".

● *WHAT ABOUT QUOTA?* It will be noted that the proposal for an import quota which would limit imports of foreign tuna to 25% of the apparent United States consumption

Seldovians both — Harry Tallman, vice president and superintendent, Seldovia Bay Packing Co., on the left; with Admiral C. E. "Squeaky" Anderson, retired naval officer and salmon canner.

does not appear in HR 8001; nor does that bill specifically mention tuna. It is a *general* fisheries measure.

Another interesting aspect of the matter is that the Wilson bill idea has made progress principally in the House. Senator Warren Magnuson, (D), Washington, is chairman of the Senate committee handling fisheries matters, but has held to a reserved position. He is understood to have ideas of his own as to fisheries legislation, and these probably include the quota angle.

With no nomination problem before him, Senator Magnuson may well consider that February is so far from November as to provide poor timing for a Magnuson fisheries measure.

● Broad quota provisions are included in H.R. 8954, a bill introduced in Congress early in the present session, applicable to all imports and not limited specifically to a fishery item. The bill, however, represents a modification designed to make it more readily applicable to imports of tuna, and otherwise smoothing some features of legislation introduced earlier.

The bill provides that separate quotas could be set on separate products of common primary origin, as for example, tuna-in-brine, frozen Albacore, or tuna-in-oil.

● *ALASKA TRAPS*—Prospects for the passage of the Bartlett Bill to eliminate fish traps in Alaska over a period of years took on probability with the announcement of the acceptance of a new doctrine by the Department of the Interior.

Secretary McKay has followed-up his earlier announcement of conversion with specific details (*Pacific Fisherman* for February, 1956, Page 15) and these may be expected to be incorporated in the measure by amendment. With the changes made, passage seems probable, if the bill isn't crowded off the calendar.

● *TUNA TARIFF STUDY* — New scrutiny of frozen tuna imports by the Tariff Commission is provided by a Senate resolution introduced by Senators Magnuson (D, Wash.) and Kuchel (R, Calif.), which would direct the Tariff Commission "to determine whether, as result of the concession made to Japan, in a trade agreement entered into on June 7, 1955, binding the duty-free treatment of fresh and frozen Albacore tuna, this product is being imported into the United States in such increased quantities, either actual or relative, as to threaten serious injury to the domestic industry producing like or directly competitive products".

Note that the study is limited t imports of Albacore. This fact, plu its tie to the effect of "binding th duty-free treatment" would appear t emasculate the investigation whic would follow Senate approval.

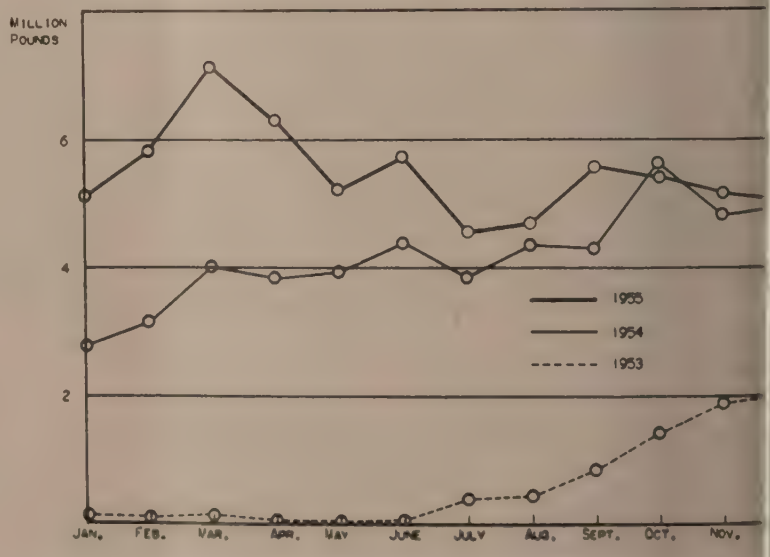
● *THIRD FILLET STUDY*—Sim lar to the above in character is Tariff Commission investigatio sought by a part of the New Englan trawl fish industry on the effect fillet imports upon the economy the domestic industry; and wheth protective measures are justified u der the "peril point" provisions the law. The hearing opens June 5.

This is the third such investigatio of fillet imports by the Tariff Com mission in the course of a few yea The first went against the petitione The second recommended relief, b this was rejected by the Presiden who gave as a reason the expectati that the rise of fish sticks would pr vide an adequate measure of relie

With the production of fish stic tending to level-off, and in an ele tion year, the time may have seem right to try again.

● *FISH STICKS PATENT*—Wh on the subject of fish sticks, and get away from Congressional circ for a moment, there's the interesti matter of the patent granted to t Birdseye Division of the Gene Foods Corporation covering the co plete processing of fish sticks—a similar products of other shapes. T patent (No. 2,724,651) is said apply to all steps of the process fr fillets frozen in large blocks for c ting into small sections, which

U. S. Production of Fish Sticks, 1953 - 1955



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Engstrom Brothers—Southeast Alaska buyers, freezers, curers and shippers, photographed by PF as they attended the formal opening of the Nordby Supply Co. branch store at Fishermen's Terminal, Seattle. From the left, **Adolph Engstrom,** Seattle; **Elton Engstrom,** Juneau, where the company makes its headquarters; **Lennie Engstrom,** Sitka. Elton Engstrom is a leading political figure in Southeast Alaska and regional Republican chairman, beside being a "big wheel" in the territorial frozen and cured fish business.

battered, breaded, fried, packaged and refrozen.

Admittedly, Birdseye pioneered the process, but that it should be considered patentable came as something of a shock to the industry.

Just what use Birdseye would make of its patent, General Foods wasn't saying at presstime.

Industry opinion seemed to doubt if policy would sanction a restrictive and exclusive attitude. There was a possibility that licensing might be undertaken as a means of protecting quality standards—which the industry could stand.

● *ALASKA STATEHOOD*—Inclusion of an anti-fish trap provision in the proposed Constitution of Alaska, drawn up in anticipation of statehood, tells something of the bitterness which can be built into this subject in the territory.

Although Alaska statehood seems closer in view of the new measure of support from the Administration, the heat of the integration controversy in the South would seem to sear more than ever before the prospects for favorable vote among southern senators for either Alaskan or Hawaiian statehood.

● *FUR SEAL TREATY*—This may not seem closely related to fisheries, but there *are* people in the world who think that the American fur seals eat more fish than the American people.

Right after Thanksgiving, delegations representative of Soviet Russia, Japan, Canada and the United States sat down in Washington and entered upon negotiations seeking a new Fur Seal Treaty. The old one was terminated by Japan a few months before Pearl Harbor, reason given being that the conserved herd's consumption of fish was adversely affecting the economy of Japan's fishing industry.

Since the war the United States and Canada have been conserving and utilizing the resource under a sort of "gentlemen's agreement".

Most significant aspect of the current negotiations to the fisheries lies in the fact of Russia's participation; and that the outcome of the fur seal conference may give a clue as to Russia's probable attitude toward international conservation of the North Pacific's fishery resources through application of the principle of abstention around which the Japan-Canada-United States tripartite treaty is built.

After more than two months of constant negotiation on the fur seal matter, at presstime there was evidence of progress, but no promise of conclusion.

● *TERRITORIAL SEAS*—United States' position with respect to territorial waters, as expressed in our adherence to the principle of the three-mile limit, as snowed-under by a vote of 15-to-1 at the third assembly of the Inter-American Council of Jurists at Mexico City in February.

This quasi-official body concerned with international law held in a resolution that the three-mile limit was an inadequate measure of the width of the territorial sea, and cannot be considered a normal aspect of international law. Moreover, it was held that each state is competent to set its own seaward boundaries within reasonable limits.

● The matter of territorial seas cropped up recently in Europe, where Norway seized 14 Soviet Russian fishing vessels out of a much larger fleet which was held to have been venturing within Norway's four-mile limit when opportunity offered.

Russia protested violently, deny any violation of territorial waters.

The troubles associated with fi ing rights and the territorial seas no monopoly of the Americas.

● *ALASKA FISHERIES*—Bills transfer jurisdiction over its fishe and game to the Territory of Ala perennially in Congress, now are resented by two measures, which to have hearings early this spring.

The Alaska fisheries control tr fer bill is being broadly oppo Hearings in Washington in Febr brought out opposition testimony f the Alaska Fishermen's Union, a considerable body of other fis men's and cannery workers uni as well as the Alaska salmon op tors.

With passage of the statehood at this Congress rated improbabl was considered possible that fisheries-transfer bill might be pre for passage as a substitute, ar tactical offset to the administrat approval of the trap-elimination ciple.

If passed, the fisheries-transfe would not become effective unti Alaska legislature at regular or sp session provided the machinery finances by which to muscle the authority.

● Another bill with somewhat lar connotation would bring Fe lands under the fish and game of the states in which they are lo except in the case of such sp reservations as national parks monuments.

● *SALTONSTALL FUND*—Third-year program for develo and research under the Salto Kennedy bill will be drawn this in Washington. Nomination o jects was due to close March 1. will then be evaluated by the and Wildlife Service and sub to the Secretary of the Interio dustry Advisory Committee. D that meeting had not been anno at presstime.

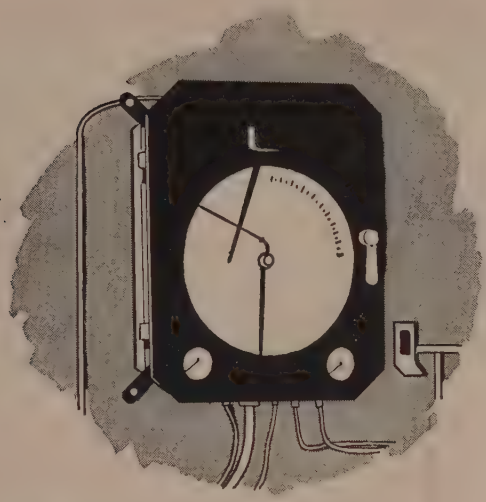
Amount of funds available f jects other than those which already been authorized and on a continuing basis was unc

The original life of the bil June 30, 1957, although it is b that funds will be available penditure during the fiscal y ginning on that date as well.

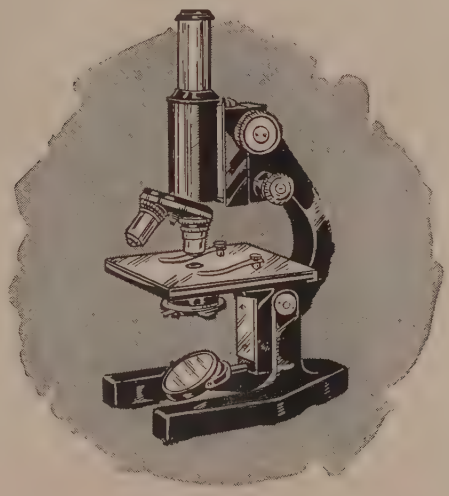
Importance of extension of is manifest to the industry, wh be expected to make a stron toward this end, although not until the new Congress c next January.

What one man have you . . .

. . . who can work out, or change, an operation or product formula?



. . . who can establish correct processes?



. . . who can identify and control spoilage bacteria?

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The outstanding features of MANRYO fish net are :

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5. Easy to Repair. The synthetic fibers of MANRYO fish netting have physical properties akin to cotton. Easy to tie, the knots do not slip.
6. Easily Dyed. Dyeing for decay-proofing is not necessary, but if colored nets are desired, MANRYO is color absorbent.
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Californians Combat Attempt To Destroy Sardine Industry

Faced with the threat of a storm legislative action sponsored by anized sportsmen, California's mmercial fishing industry braved of the worst rain storms in the e's history to carry its case and ense to the California Assembly's erim Committee on Fish and me.

The committee listened to many akers from commercial and sport- ing groups, and at the conclusion ommended an advisory committee appointed to assist the California n and Game Commission in draft- a program, the committee to be mposed of representatives from mmercial fishing organizations and rtfishing associations.

The legislators were seeking the vpoints of the two opposing fac- s in the ocean fisheries of Cali- nia.

The Ocean Fish Protective Asso- ion, Inc., an organization of sports- n with headquarters in Los An- es, presented to the Committee a ative legislative program which uded:

1) *Oceanic recreational area*: the e legislature to declare the terri- al waters of the state, a "Recre- nal Area".

2) *Anchovies*: continuation on a manent basis of the annual com- rcial bag limit at 35,000 tons.

3) *Yellowtail*: continuation on a manent basis of the annual com- rcial bag limit at 3,000 tons.

4) *Barracuda*: prohibit the pur- se or sale of California barracuda.

5) *Sardines*: prohibt the taking, sessing, or selling in California of sardines except for bait or human sumption in a fresh or frozen e.

6) *Water pollution*: require that east one member of each regional er pollution control board be a son affiliated with the California dlife Federation and acquainted h pollution problems that affect h and Game resources and their bitat.

7) *Abalone*: continuation of pres- abalone legislation on a permanent is.

The proposed legislation on sar- es is a continuation of a long-time ort on the part of sportfishermen to inactivate the commercial sardine fishery. The proposed legislation on barracuda would affect gillnet boats, which are the only gear permitted to take barracuda in California waters, and would also affect net boats which take barracuda on the high seas off Baja California and sell their catch to fresh fish markets in Southern California.

Herbert C. Davis presented the case of the California Fish Canners Association before the committee, and was authorized to speak for other phases of the California commercial fishing and canning industry. Mr. Davis said "fisheries management" in California's commercial fisheries has always been a matter of statutory procedure and should continue thus.

Mr. Davis was emphatic in stating that the economy of our country and the state of California is dependent on the utilization of natural resources and that *it should be against public policy to restrict or prohibit the commercial utilization of any renewable resource except for purposes of maintaining the maximum sustainable yield.* Referring specifically to the commercial fishing industry in his presentation, he stated that the California fishing industry produces "on the order of $200 million dollars worth of commodities a year to add to the economic wealth of the state."

Quoting from Mr. Davis, "The future of the commercial fishing industry of California should not be treated as a stepchild of fish and game administration in this state by the legislature."

Referring specifically to the California sardine fishery and fishery management, Mr. Davis stated: "The availability of the sardine has been such in recent years that landings by our California industry have fluctuated tremendously. . . . We have no agreement among the researchers on either the causes or the cure. . . .

"It is up to this Committee to determine whether it wishes to be forced into resolving a problem that can not yet be resolved by the researchers. . . .

"Do you wish to say, 'We will try a gigantic experiment with one of the nation's important industries' or will you leave well enough alone and say that the legislature is satisfied with the procedure followed for 90 years and will not delegate any of its powers? We urge you to continue to deal directly with these important matters and make your decisions only on good evidence that your action will insure positive, beneficial results."

● Mason Case, manager of the Fishermen's Cooperative Association, San Pedro, spoke before the committee on the subject of coastal area closures. "The commercial fishermen have been on the defensive for years—and were in Sacramento when they accepted bag limits in 1955 to please some sportsmen. It appears then that the reason behind closed areas is not conservation but rather an attempt to please the sportsmen. We cannot continue this trend and remain in business. We feel we have gone overboard in the gear restrictions of some areas already and would appreciate the opportunity of discussing the merits of the closed areas in a session with the sportsmen.

"The commercial fishermen are responsible for the supply of a valuable protein food to the people of this nation. . . . It is the obligation of all of us to bear these facts in mind during any study of the industry.

Others appearing before the committee in behalf of the commercial fishing industry included *John Gilchrist,* legislative representative of the Northern California Seafood Institute; *George J. Christo,* secretary of the San Francisco Sardine Association; *Howard E. Miller,* executive secretary of the San Pedro Fisheries Institute; Bart Ghio, Southern California Fisheries Association; *John Hawk,* Fish Cannery Workers and Fishermen's Union of the Pacific; *Pete Repovich,* California Commercial Fishermen's Association, Inc., Terminal Island.

Tagged Bigeye Taken

Japanese tuna fishermen working the Albacore area north of the Hawaiian Islands this winter took a Bigeye tuna which had been tagged 10 months before and 690 miles away by Pacific Oceanic Fishery Investigations researchers.

Dr. A. L. Tester, POWI director, reports that the tuna had apparently put-on about 10 pounds in that time.

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A Monel shaft and impeller keep this bait pump pumping the *M. V. Mariner.* Campbell Machine, Inc., San Diego, Ca puts Monel nickel-copper alloy in *all* bait pumps — 8", 10" 12" sizes. Some of the original shafts are *still* giving good ser after 10 years!

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All over a fishing boat, Seagoin' Monel *lasts longer.* nickel-copper alloy is highly resistant to salt water co sion. And it is *stronger, tougher, stiffer,* and *harder* other, less corrosion-resisting metals.

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PACIFIC Fisherman's NEWS

MARCH 1956

Chinook-Silver Treaty Possibilities Explored

● Exploratory discussions of the possibility of international control for Chinook and Silver salmon were in progress between the fisheries departments of the three Pacific states through February.

They were initiated by Governor Arthur B. Langlie of Washington through Robert J. Schoettler, his director of fisheries, in response to the urgings of the Washington Salmon Trolling Industry. This group, with James Cope, Phil Cope and Harry McCool as spokesmen, told the governor that action of Oregon and Washington in closing troll fishing from March 15 to April 15 imposed an unfair handicap on American fishermen, as the Canadians were free to fish off the American states during this closure. They contended that only by some means of international control could conservation of these species be made effective, and fair to all fishermen concerned.

Application of a treaty to Chinook and Silver salmon would involve some complications new in international conservation experience.

To be effective, it presumably would require the extension of authority over the coastal fisheries from Monterey, Calif., to Prince William Sound, Alaska.

How to balance representation of such an enormous area will take some thinking.

Again, unlike the Sockeye, these are species in which the sportsmen are keenly interested, as Kings and Silvers make up the enormous majority of the salmon taken by sport fishermen.

In short, it must be expected that organizations of sportsmen will take an active part in the discussions.

● Attitude of Oregon and California had not been disclosed at presstime. Presumably, when the states have indicated their positions the matter will be called to the attention of the Department of State.

It is known that W. C. Herrington, Special Assistant to the Undersecretary of State for Fish and Wildlife, was in Seattle February 13, and it is altogether probable that Washington state officials had some conversation with him regarding the possibility of international conservation of Chinooks and Silvers.

If so, Mr. Herrington could be expected to broach the matter to the

(Continued on page 43)

Clipper Engineers Talking New Lay With Owners

● Discussions between the American Tunaboat Association, San Diego, and the AFL-CIO fishermen's union and the organization of tuna boat engineers in San Diego were being conducted in February on the subject of a new labor agreement. Previous agreements expire in March and April.

The American Tunaboat Association reports that the unions of fishermen and engineers are asking for compensation based on tonnage produced by individual vessels, rather than on the traditional share basis.

The Association also reports that unloading of the bait boats, members of the Cooperative, was proceeding on a regular, if not spectacular, basis as February moved along. And the fleet was sailing for the tuna grounds without restriction or limitations by the canners. Yellowfin price remained at $270 per ton.

The Association was in February following closely the status of H.R. 8001, a bill introduced in the House of Representatives by Congressman Bob Wilson of California, and to which the ATA has made considerable contributions.

Star-Kist Is Featured In Tuna Fishing Film

Star-Kist Foods Inc., Terminal Island, in early February publicized the showing of "The Naked Sea" in its premiere in San Diego (the film had been shown some days before in the San Pedro area).

The full length movie was filmed aboard the tuna clipper, *Navigator*, of which Joaquin Qualin is skipper. The vessel fishes for Star-Kist and for the filming of the movie, which bore the name of *Star-Kist*.

Japanese Long-Line Tuna In Caribbean Waters

Exploratory long-lining for tuna was begun by the Japanese fishing vessel *Bozo Maru* in Caribbean waters during the winter under an arrangement with a joint Venezuelan-Japanese company.

Fisherman Loses Wife

Stuart Davis of the *Anna Louise* received word that his wife had died in Chinook, Wash., while he was fishing for Albacore in the south.

Japan Winter Albacore Landings Prove Light

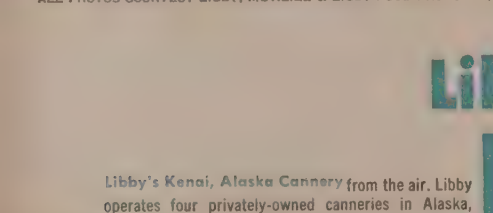
Preliminary check of January Albacore landings by the Japanese fleet showed only 824 tons produced in that month.

Michiaki Kohno, managing director of the Japan Frozen Marine Products Inspection Corporation, rated this production as about one-third of the normal landings for January; and was of the opinion that the fleet would have difficulty in filling the 12,000-ton winter Albacore export quota by the end of March.

ALL PHOTOS COURTESY LIBBY, MCNEILL & LIBBY FOOD PRODUCTS, SEATTLE, WASHINGTON.

Libby Chooses Chrysler Ma

Libby's Kenai, Alaska Cannery from the air. Libby operates four privately-owned canneries in Alaska, others being at Koggiung, Ekuk and George Inlet.



Consolidated Cannery at Moser Bay, Alaska makes startling aerial view nestling alongside mountain slope. In addition to Moser Bay, Libby is associated with other canners in the operation of canneries at Egegik, Craig and Petersburg, Alaska.

"Libby" is a familiar name to every housewife. Equally well-known among commercial fishermen is the company name "Libby, McNeill & Libby." Libby fleets number hundreds of boats of all types and sizes. Its Alaskan salmon fleet includes gillnetters, tugs, power scows, purse seiners . . . boats range from small 20-foot seine skiffs to 86-foot powered scows.

K. K. Kent, District Superintendent of Libby's Seattle operation, reports that as older engines of other makes are replaced, they are being replaced by Chrysler Marine Engi additions to Libby's salmo two 38-foot purse seiner foot seine skiffs and twe gillnet boats, now being e and equipped with Chrys in Seattle and Astoria.

Chrysler is proud of the acceptance of its marine e fact that Chrysler Marine so overwhelmingly prefer cessful commercial ope Libby, McNeill & Libby proof of their complete de

" on Lake Washington, Seattle. Libby "21" t wood purse seiner fishing for Moser Bay d cannery. Power for "21" is supplied by a oyal Marine Engine.

Power Scow "Otter" operates out of Libby cannery at Koggiung, Alaska. The 71-foot "Otter," a familiar sight around the Bristol Bay area, is powered with twin Chrysler Royals.

Libby Gillnetter "K-6" pictured during test run on Lake Union in Seattle. The 29-foot "K-6" fishes for Libby cannery at Kenai, Alaska and is powered with a Chrysler Crown Marine Engine. Fourteen of Kenai's gillnetters and work skiffs are Chrysler-powered.

nnery at Koggiung, Alaska is served by f thirty-eight boats powered with Chrysler gines.

Steaming by the "Mothball Fleet" are Libby "9," "10" and "11" out for trial run at Tacoma, Washington. These boats are 44 footers, powered with Chrysler Royal Marine Engines. Libby "9" fishes for Craig consolidated cannery, "10" and "11" serve the Libby cannery at George Inlet, Alaska.

Libby "20" loaded to the gunwales, stern almost awash. 10,000 Alaskan pink salmon are aboard as boat comes into Uyak Bay. The Chrysler Royal-powered 35-foot Libby "20" fishes for consolidated cannery at Moser Bay. Twenty-seven Chrysler-powered purse and jitney seiners and tugs operate out of Moser Bay.

ed ahead for one of twelve identical 32-foot Bow-Picker" type gillnetters operating out of annery at Koggiung, Alaska. All twelve are l with Chrysler Crown Marine Engines for speed endability.

Berthed at Craig, Alaska consolidated cannery is the Libby "6," a 44-foot wood purse seiner. Libby "6" is powered with a Chrysler Royal Marine Engine.

Pursing in the seine net. Purse seiner demonstrates typical operation. Fish are surrounded by net which is then "pursed" shut by means of a cable running through rings attached to lower edge of net. As net is pulled tight, fish are crowded in and hauled aboard.

ower For Its Alaska Salmon Fleet

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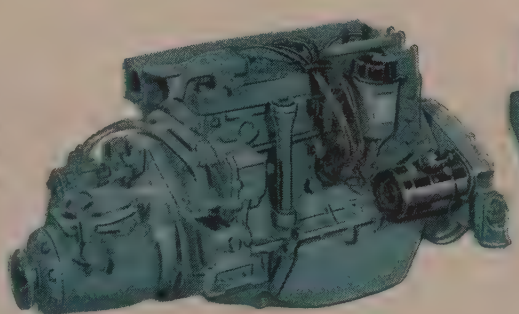

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Pacific Fisherman's NEWS

March, 1956 Volume 54 Number 3

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534 S. W. Third Ave., Portland, Ore.
CApitol 3-6348

Editorial & Advertising Offices
71 Columbia St., Seattle 4, Wash.
MAin 1626

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Halibut Bootlegging Branded "Critical" on Puget Sound

• Illegal halibut "raised its ugly head" at the meeting of the International North Pacific Halibut Fisheries Commission with its advisors and conferees at Seattle late in January.

R. Nelson, new chairman of the commission, frankly told the producers and dealers that the commission was "perturbed" by the trend. He didn't say so in as many words, but the implication was there that the commission was calling upon the agencies charged with the responsibility to crack-down on a trade which on Puget Sound was handling around 1,000,000 lbs. a year of illegal halibut. (One dealer present said he thought the volume was twice that figure.)

At the request of the chairman, F. Howard Bell, assistant director of the commission's work, particularized. He said the situation on Puget Sound was "reaching a critical level"; and made it very plain that the commission includes the bootleg fish in its data when figuring the amount of fish which the resource can safely yield. In short, the legal catch must be limited by the amount landed unlawfully.

Mr. Bell "figured" the sources of the illegal fish specifically: (1) halibut caught by trawlers and landed in violation of the international regulations; (2) halibut landed by sablefishing vessels in excess of the 1-pound-in-7 allowed by the regulations.

These charges triggered a general discussion, in which some of the comments were about thus:

R. M. Winslow, B.C. Packers, Ltd., said the Vancouver dealers were on record in favor of enforcement by all means.

Capt. Matt Madsen, commissioner, was of the opinion that the cooperation of the Seattle dealers was essential in stamping-out illegal halibut landings.

Capt. William Selset of the *Ethel S* said there were two problems in connection with illegal halibut; *Enforcement* and *Observance.* Of these he thought that lack of the first had led to breakdown of the second.

E. A. Ruthford, San Juan Fishing & Packing Co., thought that elimination of the 1-in-7 tolerance of halibut in bona fide trips for other species would largely cure the evil.

Harold H. Helland, Canadian commissioner, said the 1-in-7 tolerance was vital to the living of the fishermen; and that it should be *enforced* rather than *prohibited.*

E. E. Engstrom, Juneau dealer, was of the opinion slack enforcement was responsible for halibut bootlegging.

Troller Newly Powered

N. W. Spencer, Oakland, has repowered his 30′ salmon troller with a Model 25-45 Redwing engine equipped with 3-1 Paragon reverse and reduction gears, purchased from Thomson Machine Works Co., San Francisco.

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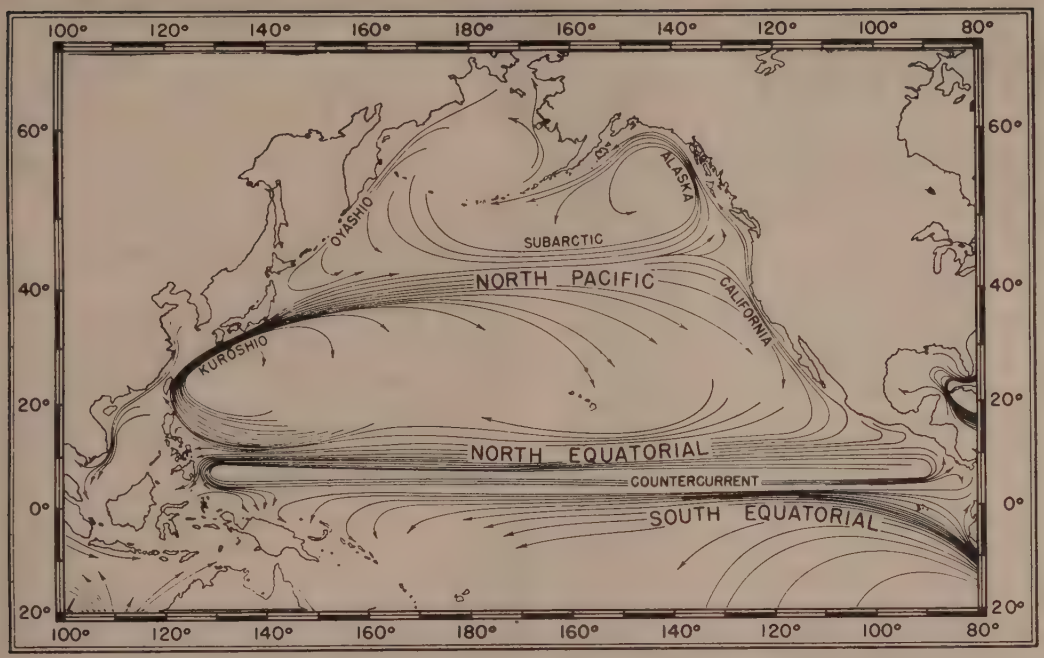

Figure 1.—The major surface currents of the North Pacific Ocean.

The Where and Why of Albacore

By Albert L. Tester

• In October of 1954 Pacific Oceanic Fishery Investigations received an allotment of funds through the Saltonstall-Kennedy Act for a study of North Pacific Albacore. Since then, we have begun a large-scale effort to explore the ocean to the north of Hawaii and between Hawaii and the mainland in search of potential Albacore fishing grounds. Realizing that this enormous area could not be easily covered by one organization and taking into account the probability that the several apparent populations of Albacore in the North Pacific were closely related, we and our colleagues in the various research agencies of the Pacific states formed a coordinating group known as the Albacore Steering Committee. This committee, which is officially recognized by the Pacific Marine Fisheries Commission, contains representation from the three Pacific states, the Branch of Commercial Fisheries, the Tri-State Commission, and POFI. Its primary purpose is to correlate field work on Albacore so that each of the investigations can make the most efficient use of their available vessels and personnel. In addition, the group meets from time to time to discuss the results of past field work and to lay long-range plans for the future.

In addition to the somewhat formal cooperation described above, the albacore surveys received a spectacular boost this past summer when Fish and Wildlife Service chartered vessels surveying salmon distribution and abundance for the American Section, International North Pacific Fisheries Commission, fished far enough south to show the northern limit of Albacore in mid-ocean, and demonstrated that they could be taken in large numbers in gill nets. It is anticipated that in the future there will be close liaison between Albacore research and the salmon research agencies of the International North Pacific Fisheries Commission.

• *OCEANOGRAPHY*—A schematic version of the surface currents in the North Pacific that are important to the distribution of albacore is shown in the adjoining chart (fig. 1). To the north is the subarctic or Aleutian Current, a sluggish easterly flowing water mass that is comprised largely of cold subarctic water. South of this is the easterly flowing North Pacific Current that is an extension of the warm Kuroshio Current. Proceeding farther south we find the westerly flowing North Equatorial Current, the northern boundary of which lies at approximately 28° N. latitude.

There are two important transition zones in this region. The broad boun-

Dr. Tester is director of the Pacific Oceanic Fishery Investigations of the United States Fish and Wildlife Service, Honolulu, Hawaii.

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y between the North Equatorial
rrent and the North Pacific Current
known as the Subtropical Converg-
re. In the western Pacific the Jap-
se have a substantial longline fish-
extending north of this zone but
the mid-Pacific it has proved un-
ductive. Lying farther north is the
ndary between the North Pacific
rrent and the Aleutian Current,
own as the Polar Front. This zone
characterized by considerably more
king and turbulence than the Sub-
pical Convergence and it is in such
ions that Albacore occur. In gen-
l, in the mid-Pacific their distribu-
n seems to encompass a narrow
nd of ocean in the vicinity of the
lar Front. This band is displaced
the north in the summer and to the
uth in the winter.

The hydrographic field studies com-
ted by POFI in mid-ocean should
pply definite information on the eco-
gical and physical requirements of
albacore. This may enable research
rkers and possibly commercial fish-
nen to predict when and where Al-
core will be found. Such knowledge
ll vastly increase the efficiency of
y commercial fishery. In addition,
e results of these studies in mid-
ean should provide valuable clues
to why there are variations in the
ne and place of occurrence of Al-
core along the Pacific coast.

WINTER DISTRIBUTION of Al-
core in the eastern Pacific insofar
it is known today is succinctly
own in the adjoining figure (fig. 2).
f course there are other occurrences
ch as sporadic captures off the coast
lower California, but we are here
picting only the occurrence of size-
le numbers of Albacore. It can be
adily seen that there is a band ex-
nding from 180° eastward to ap-

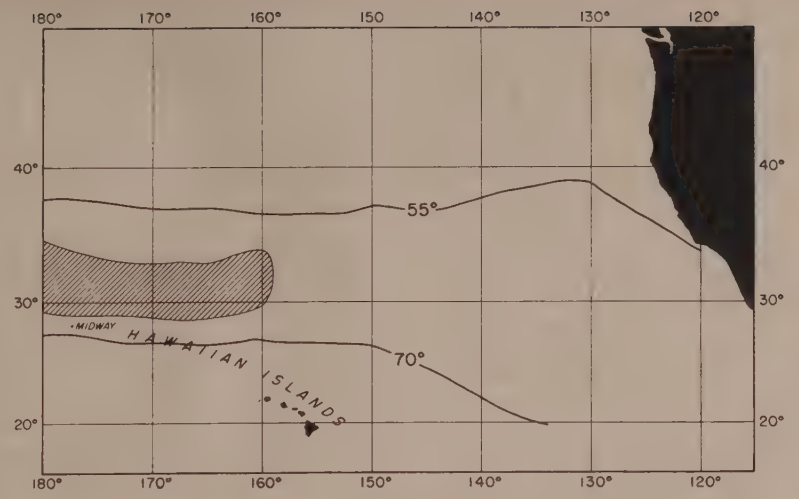


Figure 2. — Winter distribution of Albacore in the eastern North Pacific Ocean, shown in area diagonally shaded.

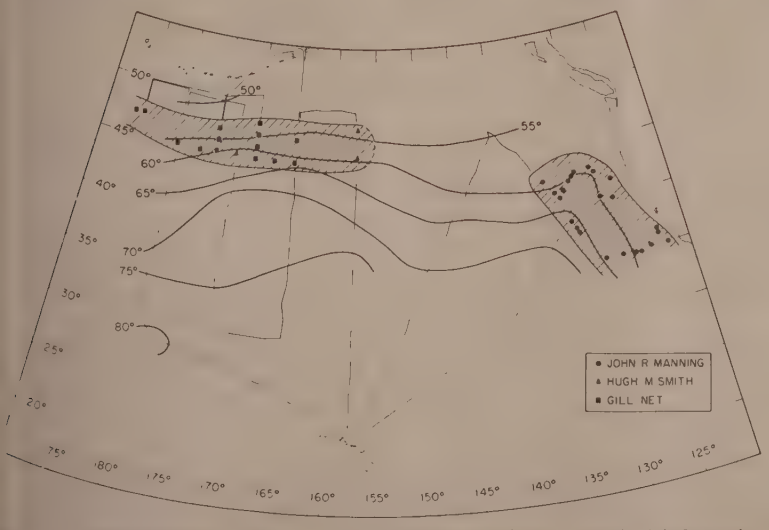
proximately the longitude of the Hawaiian Islands. This band of fish represents an eastward extension of the rather well-defined winter fishing grounds that are regularly exploited by the Japanese to the west of 180°. This zone is of course within fairly easy reach of the Hawaiian Islands and lies rather close to Midway.

It is pertinent to note here that during the last two years Japanese commercial fishermen have experienced very low catch rates in their offshore winter grounds. This appears to be reflected in our results; although we have found fish consistently in this zone during the short period of study, our catches have not been strikingly large. Since the Japanese catch rate during the last two years has been only about one-half of that usually encountered in this area, we fully expect that future surveys will indicate higher concentrations of Albacore to the north of Hawaii.

Whether or not this area is potentially capable of supporting a commercial fishery by Americans remains for the future. All the elements are present; operational bases, fish, and a method of harvesting the fish. Better knowledge of the factors responsible for concentrations of albacore will go a long way towards answering this question. Of course other important factors such as weather, which is stormy during the winter season, and economic trends will doubtless affect development of a fishery.

● *SUMMER DISTRIBUTION*—The summer of 1955 saw a tremendous amount of effort expended in the high seas of the North Pacific. NORPAC, a synoptic oceanographic survey, was mounted. This survey involved Japanese, Canadian, and American vessels and provided for the first time comprehensive coverage of the entire North Pacific, north of 30° N., and should be invaluable in furthering our understanding of the distributions of salmon and tuna in the area. In addition, one POFI vessel and one California vessel were in the field surveying albacore and several vessels were studying the distribution of salmon to the north.

The oceanographic results will not be available for some time but the fishing results have been summarized on the adjoining chart (fig. 3). Here we see a composite picture resulting from the gill net catches of albacore by the salmon gill netters *Paragon* and *Mitkof*,* indicated by squares; the troll catches of the *Hugh M. Smith*, indicated by triangles; and the troll catches of the *John R. Manning*, indicated by solid dots. Also shown on this chart are the tracks of the two POFI ves-



gure 3.—Location of Albacore taken in the North Pacific by exploratory vessels, July-September, 1955.

*Data supplied by courtesy of C. E. Atkinson, Chief, Pacific Salmon Investigations, U. S. Fish and Wildlife Service, Seattle, Washington.

sels and the surface temperature isotherms. These summer surveys show very clearly that there was an extensive body of Albacore in the north central Pacific between 45° and 50° N. Proceeding east, there appears to have been a gap in the occurrence of Albacore until approximately 135° W. longitude. East of this longitude, the *Manning* found Albacore widely distributed off the coast of Oregon and California in a broad band which lay about 300 miles offshore in the north and approached the coast in the south. The southern extremity of the band was, of course, fished by the California commercial fishery.

A little later in the year, that is, during September and early October, POFI fielded another vessel, the *Charles H. Gilbert*, to fish the area to the northeast of Hawaii. This time significant numbers of albacore were taken in the area which had formed a gap in the distribution during August. Fish were caught with longlines, trolling gear and gill net, the last two methods giving the most promising results.

• *TWO ADVANCES*—As a result of the summer and fall work, two important advances have been made. *First* of all we now know that there are large numbers of albacore to the north of Hawaii, constituting a hitherto uncharted body of summer fish. Secondly, and even more exciting, is the fact that unfished Albacore stocks were found some 300 miles off the coast of Oregon and northern California during August.

Again it is not possible to state with certainty the commercial implications of these findings. General surveys such as these are designed to cover as wide an area as possible and usually show little more than the presence or absence of fish. It will take further effort to determine whether or not the populations are abundant enough to support an offshore or mid-ocean fishery in the summer or fall. We hope to make such an effort in the future after we have obtained more precise information on the most probable location of concentrations of fish and, particularly, after we have more clearly delineated the environmental factors that restrict the Albacore to narrow segments of the ocean. The latter is probably the most important objective since it will never be possible to predict when and where to catch Albacore unless we understand the reasons for their occurrence in particular places at particular times. Until this is accomplished fisheries must remain on a hit-or-miss basis.

• *FOOD FACTORS*—In addition to studies on the circulation of the water and the distribution of Albacore, a number of supporting programs have been initiated. POFI is conducting an intensive study of plankton organisms in the North Pacific and preliminary results indicate that the occurrence of Albacore is closely related to the occurrence of certain types of readily identifiable plankton organisms. This work should provide another tool in understanding the where and why of Albacore. Other problems must, of course, be explored before we can say that we understand a species of fish and its fishery. Life history work on Albacore is being currently carried out, studies centering around the spawning problem, the growth rate problem, and the food requirements of the Albacore.

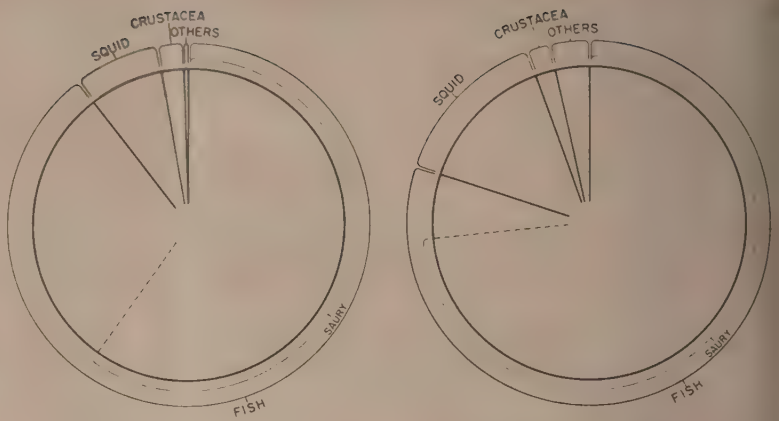


Figure 4.—Food of north central Pacific Albacore.

An indication of the preliminary results from the food studies is given in the adjacent figure (fig. 4). It is quite evident that the saury, a moderate sized forage fish found widely distributed over the central Pacific, is exceedingly important to the albacore. This suggests that in the process of understanding Albacore we must also understand saury, their distribution, their life history, and the types of water they prefer to live in.

• *IN CONCLUSION* a few general observations may be made. Delineating and predicting Albacore occurrence is a vast undertaking which under present circumstances can be accomplished only by cooperative effort of the several research agencies of the Pacific states and the Federal Government. Observations must be taken over large distances of the North Pacific to obtain an understanding of the offshore distribution, as well as the inshore distribution, both of which are related to each other, and to variation in oceanographic conditions. Coverage less extensive than we are obtaining now will mean that establishing an Albacore fishery based upon an understanding of the condition which control their distribution wil be seriously delayed.

Tuna Fleet Operator Stresses Safety at Sea

Safety at sea has become a majo project for National Marine Terminal Inc., San Diego, which is administra tor for approximately 14 tuna clipper delivering their fare to Westgate-Cal fornia Tuna Packing Co. Associate in the project are vessels which ar based in Peru, whose cargo is custo marily delivered to Westgate by reefe ship.

National Marine Terminal is no headed by John F. Goodwin, who r cently retired as chief of staff of th 11th Naval District and acting con mandant.

With the cooperation of the Nav fire fighting school at San Diego, tur clipper mates and engineers on vesse fishing for Westgate are now requir to complete a course in fire-fightin at the Navy school. The course is two-day session in which the fishe men learn to enter steel chambe where gasoline fires are blazing and fight electrical fires. The gasoline a oil fires are fought with fog nozzles water hoses where pressure shoots c water in such a fine spray it looks li fog.

Venezuela Venture Hits Rich Fishing Region

First delivery of fish by the J anese exploratory longliner *Bo Maru*, fishing in the Carribean of Venezuela, consisted of 80 to mostly tuna, landed at La Gua Although there were 15 commer species in the fare, the great majo was tuna.

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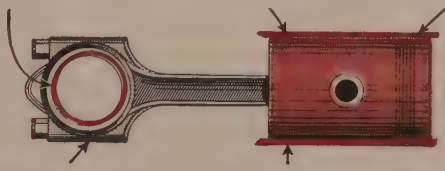

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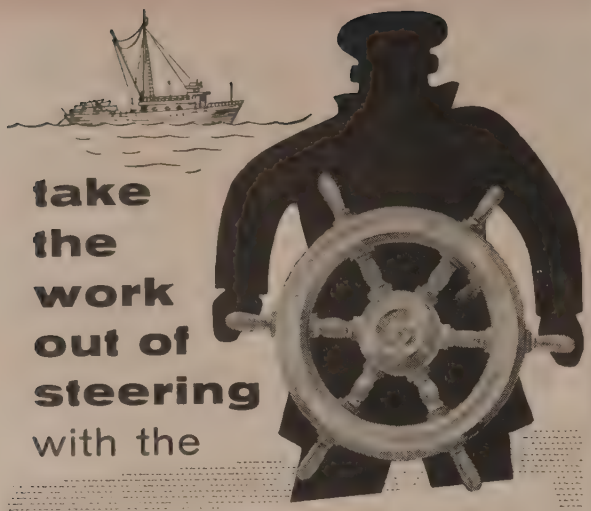

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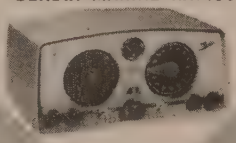

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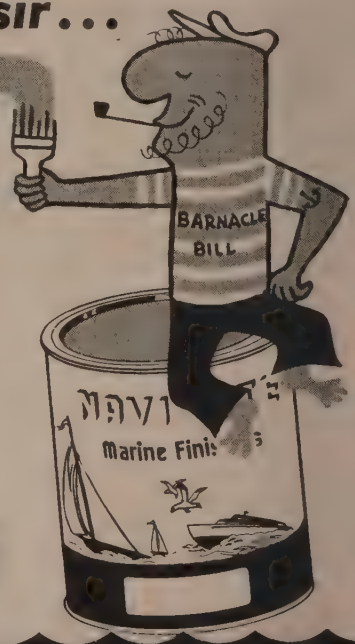

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Halibut Advisors and conference board members meet with the International Halibut Commission. Four men in the front row, from the left: **R. M. Winslow,** Vancouver; **Edward W. Allen,** commissioner from 1932 to 1955; **E. A. Ruthford,** Seattle; **Elton Engstrom,** Juneau. In the row behind them, from the left: **Norman Forstad,** Ketchikan; **Sam Idem,** Petersburg; **Ole Waage,** Vancouver; **Olaf Schei,** Seattle; **Oscar Giske,** Prince Rupert; **Arne Einmo,** Seattle. Four men in the background row were spectators, not members of the advisory groups. They are, from the left: **W. C. Eardley, Jack Alhadeff,** Seattle dealers; two enforcement officers, **Gene S. Orr,** U. S. Customs Service, and **Leo R. Childers,** U. S. Fish and Wildlife Service.

Status Quo for Halibut

No change of consequence will be ade in the administration of the acific halibut fishery for 1956.

This was decided by the Interna- onal Pacific Halibut Commission ter consultation with elements of e industry.

In making this decision the com- ission rejected the recommendations the producers, who sought equal ivision of the quotas for each of the ajor areas between two fishing asons separated by periods of clos- re.

The commission supported its ac- on in favor of the *status quo*, which ad been advocated by the dealers enerally, by saying that the abnormal onditions prevailing in the fishery uring the 1955 season had pre- ented the scientific investigations om providing the "necessary con- rmation" of the effects of the mul- ple season program inaugurated in 954.

The Commission said further that was of the opinion the need for change such as sought by the fleet had not been established by investi- ations".

Under the 1956 regulations, areas ill remain the same as in 1955. The rea 2 quota continues at 26.5 mil- on pounds; and that for Area 3 at 8 million pounds.

Halibut fishing starts May 12. Areas and 1B reopen August 10 for at ast seven days, and Areas 3A and B on the same date for at least nine ays.

What do the "at leasts" mean in he above sentence?

That these seasons may be ex- ended, providing there is a "signifi- ant deficiency" from the quota in he fish taken during the first seasons n the quota areas.

There will be a third season 12 lays after the close of the second eason in waters west of the Shumagin Islands, and in Bering Sea. This third season in these far western waters will run for 23 days, with no quota.

Area 1A, most southerly of the treaty waters, remains open until the final closure in Area 3B, at the other extremity of the convention waters.

Seton H. Thompson of the U.S. Fish and Wildlife Service was elected chairman of the Halibut Commission for 1956.

Equal Split of Halibut Quotas Between Seasons Advocated by Producers

• Equal division of the halibut quotas for Areas 2 and 3, with a closure between, was asked of the International Pacific Halibut Commission by the Conference Board representative of the vessel owners and fishermen at the principal ports of Canada and the United States.

The dealers' conferees sought continuation of the regulatory system which prevailed in 1954 and 1955. The commission received the recommendations without giving indication of its attitude.

The fleet's proposal called for division of the quota for each of the two principal areas in half. The commission would fix the number of days' fishing which it expected would take the first half of each quota. Following this fishing period, there would be a closure of 10 days in Area 2 and 16 days in Area 3, whereupon fishing would reopen until the balance of the quota was taken.

The conference board representative of the fleet also asked:

1. That fishing be opened at 12:01 a.m., instead of 6 a.m. It was held this would reduce violations and avoid penalizing conscientious fishermen.

2. That fishing start May 12, 1956.

3. Rewriting of the treaty to permit the commission to control clearances in order to avoid excessive concentration of landings.

4. Adoption of a plan by which all sponsors of regulatory proposals would have them in the hands of the commission by Dec. 15. After factual interpretation by the staff, the proposals would be placed in the hands of the representatives of the fleet and the trade by January 1. Some weeks later the proposals would be discussed by the commission and its conferees and advisors; the conference groups would make recommendations, and

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Can-type Cartridges are rust-proof, lithographed metal
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ie commission would take final ction with its advisory board present.

The Halibut Commission at its eattle meeting welcomed Capt. Matt ladsen, attending his first meeting ; a commissioner, succeeding Edward /. Allen, who served the commission or 23 years.

Mr. Allen was a guest of honor at ie meeting and was presented with handsome desk pen set by the Com- ission and staff in recognition of his ng and devoted service.

In acknowledging the tribute, Mr. llen emphasized the relationship be- ween the broader work and objectives f the International North Pacific isheries Commission, of which he ; now chairman, and the more spe- ific enterprise and responsibility of he Halibut Commission. He pointed ut that on the principle of abstention lepends the whole future of the North acific halibut fishery, developed and esearched by the United States and anada, and by them fished under egulation and control in such a man- er as to produce the maximum catch onsistent with sustained yield.

He expressed the feeling that such pecific enterprises in international onservation are threatened by the orld-commission concept which has ound support in the International Law Commission of the U.N.

New B.C. Halibuter Tests Sea Water Fish Chilling

A 75-foot halibut boat being built in Vancouver at A. C. Benson's shipyard will provide British Columbia's fishing industry with its first full-scale commercial test of refrigerated sea water in the transportation and storage of fish.

The boat is being built to the order of Melvin Mjos, Vancouver fisherman who works out of Prince Rupert, and he hopes to have her ready for the opening of the halibut season. Tanks of 100,000 lbs. capacity will be built of steel, with six coats of a special plastic finish. Refrigeration compressors will be powered by two diesel engines.

Dr. H. L. A. Tarr, acting director, and other members of the staff of the Fisheries Experimental Station in Vancouver have taken an active interest in the development of this method of storing and transporting fish, and the performance of Mjos' boat will be closely followed.

Small-scale experiments were carried out last year in a 60' packing vessel, the *JRD*, with a capacity of about 40,000 lbs. of salmon. The sea water was circulated through tanks by centrifugal pumps and maintained at a temperature of 30° F. The quality of the fish kept in the tanks was excellent with appearance and firmness unusually good, but the experiment did not afford the opportunity of making a really thorough test on a practical scale.

Financing of the new boat is being facilitated by the Industrial Development Service of the Department of Fisheries.

Apart from the effective preservative qualities of refrigerated sea water, according to Dr. Tarr, crushing of fish in the hold which is sometimes unavoidable under the more conventional system is practically eliminated, and loading and unloading are simplified.

Practical tests have been made in the use of refrigerated water in vessels operating out of Seattle, notably units of the Whiz Libby and Seldovia Bay fleets, previously described in *Pacific Fisherman;* but, apart from a troller with capacity for holding about 10,000 lbs. of fish, this new development has not been applied to a commercial fishing vessel of substantial size, and for that reason Mjos' vessel will break the trail for the industry.

Main engine of Mjos' vessel, *Silver Viking,* will consist of two 252-h.p. Gardner diesels working in tandem. Final choice of the generating system and the two diesel engines which will drive it to provide power for compression and the circulating pumps has not yet been made.

Those who have been working on the project for the Fisheries Experimental Station, in addition to Dr. Tarr, are Stewart Roach, J. S. M. Harrison, and George Baker.

Tuna Seiner Picketing is Forbidden by Court Order

• Local 33 of the ILWU, representing a portion of the crews on the purse seine fleet of San Pedro, was restrained by court order in January from picketing 14 tuna purse seiners preparing to begin the 1956 season.

The restraining order was granted on grounds that the problem between ILWU crewmen and boat owners stemmed from a jurisdictional dispute between the AFL fishermen's union, San Pedro, and the ILWU's fisherman's local.

In the meantime, most of the 14 purse seiners have sailed for the tuna grounds, with AFL crews. These boat owners had in early January signed a contract with the AFL-CIO Seine and Line Fishermen's Union, San Pedro.

The boat owners, identified as a group as the American Tuna Boat Committee, were Paul Biazevich, Vincent Budrovich, John Vvitanich, John Gargas, Stephen Gargas, Nick Marinkovich, Norman Mezin, Evan Misetich, Andrew Rafkin Jr., John Sestich, John Stanovich, John Zorotovich and Larry Zuanich.

It was reported by the Fishermen's Cooperative Association, of which the 14 boat owners are also members, that operations of its member boats with ILWU crews were proceeding normally, as well as the sailings of its vessels with AFL crews, and that boats were leaving for the tuna grounds in customary manner. The price structure as the fleet was departing in early February was based, apparently, on the $270 per ton Yellowfin, a price resulting from negotiations by the Cooperative with canneries.

It is generally agreed that if it had not been for the cannery workers' strike and the restriction in sailings of the purse seine fleet because of lack of agreement on tonnage price, 1955 would probably have been one of the best years for tuna purse seining in the history of the fleet, from the standpoint of the availability of the Yellowfin and Skipjack resource, as well as that of Bluefin, which is to some extent a "local" fishery, and to some extent a tuna found off the high seas of Baja California.

Frank Verga Passes

The many friends of Frank Verga, a well known resident of Monterey for the past 30 years, were saddened to hear of his death there after an extended illness.

He was born in Buenos Aires, Argentina, and came to Pittsburg, Calif., when he was seven. Later he came to Monterey and became a prominent figure in the fishing industry, owner of one of the first purse seiners. He also operated tugs in Alaskan waters for a time.

Why Washington Trollers Oppose Further Season Limitation, and Advocate International Treaty Control

By PHIL COPE

Mr. Cope is committee coordinator of the statewide Washington Salmon Trolling Industry.

As a result of the recent Tri State Fisheries Commission meeting, the State Department of Fisheries has proposed to change offshore troll regulations with two closures. One will open troll fishing April 15 instead of March 15: the other will close troll fishing September 30 instead of October 31. Thus the trollers will have 60 days less fishing than any previous year. A loss of 23% of total season.

The purpose of the closure is to conserve Columbia River fall run Chinook, thus allowing greater escapement of spawners.

The Department of Fisheries proposed this closure at the Tri-State Commission meeting on a tag return of 70% troll, 20% gillnet and 10% escapement (1953) figures.

We have their own data for 1954 that show that in the area involved (Westport) we took less than 10% Columbia River Fall Chinooks. Thus 90% of our catch is fish that they are not concerned with nor responsible for. A needless 90% loss to Washington.

Troll fishermen and representatives of many other industries related to the troll fishery have voiced vigorous protests which generally fall into two segments. One is that the troll industry must have conservation to survive but that the proposed closures will not accomplish the desired results, for the following reasons. The fish to be "conserved" are three-year-old Chinooks that habitually migrate north from the Columbia River to Alaska and return in their fourth year to spawn in the Columbia. If the closure is enacted the fish will be protected in Washington waters, but will travel next through British Columbia waters, where there are no regulations against taking them. The British Columbia trollers catch twice the Chinooks that the Washington trollers do—6,478,000 pounds to 3,546,000 pounds. After being depleted by this large catch the fish move on to South Eastern Alaska and its huge troll fishery. The Alaskan Department of Fisheries stated that 78% of its tag returns were Columbia River fall Chinooks. There are no regulations to prevent the Alaska troller from further heavily depleting these fish.

The fish then begin their migration south to the Columbia. They pass again through the British Columbia fishery unprotected by regulations, pass through Washington waters where the proposed October closure will protect them, and enter the river.

There in the confines of the rivers and in the last stage of their escapement and spawning they have three more large fisheries to contend with. The gillnet fishery which will have new 1956 restrictions, the ever-increasing sports fisheries and derbies, and the Celilo Falls Indian fishery. The sports fishery admits to 26,000 salmon during this 15 day period. The gillnet fishery is much larger, and in the Indian fishery 80% of all remaining fall Chinooks are caught (1,286,000 pounds in 1950).

The troll fishery, represented statewide by the Washington Salmon Trollers Industry, have protested the proposed closure in light of the above feeling that any fish that escape due to a Washington troll closure will only be taken by other unrestricted and unregulated fisheries and gear and that the ultimate desired escapement will be impossble. Thus the closure of Washington and Oregon trollers will have accomplished little, if any, conservation; yet will be an economic loss to most trollers of about one-third of their annual income.

This brings up the second segment —Economics. The most valuable season or market to the trollers is the Lenten season. The demand during this period for fresh salmon is high and the price good. Fish for this market are caught from March 15 to April 15, the dates of the proposed closure. This is not only a very real blow to the fishermen of Washington, but at the same time is a windfall for British Columbia and Southeastern Alaska trollers and buyers. They may produce fish at any time, in fact they can legally come into Washington's closed offshore waters and take the very fish that Washington nationals cannot. The Alaskans can ship their early salmon through British Columbia ports as markets. It is evident that these other two fisheries will not only take all the Lenten markets but will be also to supply national markets that have long been Washington and Oregon salmon markets.

The losses to Washington and Oregon trollers is only a portion, as the dustry, merchants and the loss of tax will be felt by all.

The Washington Salmon Trollers Industry has gone on record to propose that the propagation and take of Chinooks and Silvers be placed under the international commission that so well controls the Sockeye. With international commission control of all salmon all concerned would

Fall Troll Closure Cancelled

● Drastic two-months reduction of the legal season for landing troll Chinooks was reduced to one month by the end-of-January decision of the fishery authorities of Oregon and Washington.

In short, the troll season will start April 15 instead of March 15 hereafter; and fishing will continue until October 31, instead of closing September 30, as originally proposed in the program adopted by the Pacific Marine Fisheries Commission.

The two states took the compromise action after hearings with the fishermen of both states. It was felt that the extra spring closure would produce more fall Chinook spawning escapement to rebuild the depleted Columbia River run, upon which the troll fishery depends heavily.

Moreover, it was felt that there would be less likelihood of the Canadian fleet moving into the void and developing a spring fishery off the Washington and Oregon coasts while that area was closed to American fishermen.

The fall closure would (1) yield fewer additional spawners; (2) result in loss of fishing for Silver salmon; (3) tend to encourage Canadian operations while the American fishery was closed.

work equally to rear and protect salmon, and all could take this great harvest in equal manner.

As trollers we want to emphasize again that we feel the Department of Fisheries is doing fine, necessary work, but that they, as a state agency, cannot control all concerned, so any control on the high seas is ineffective until all fisheries concerned are controlled equally well.

Patents Granted Puretic Power Block and Method

Patents were granted in February to Mario Puretic covering the Puretic power block and the Puretic method of fishing with it. Patent numbers are 2,733,530 and 2,733,531. Canadian patents and patents in 27 other countries are expected to follow.

The Puretic Power Block is defined as a powered V-sheave, hung from the boom-point of a purse seiner, and used to pull the entire net from the water and aboard the vessel. The Power Block was introduced last year, with the first experimenting done on the large San Pedro seiner *Anthony M.*

In April, 1955, Mr. Puretic made preliminary arrangements with Marine Construction & Design Co., Seattle, to manufacture the power block for the salmon seiners of the Pacific Northwest, British Columbia and Alaska.

Acceptance of the power block by the salmon fleet was remarkable. In the first season nearly two-thirds of the Puget Sound seine fleet converted to the power block method of handling the purse seine and nearly 300 power block-equipped vessels fished Puget Sound, British Columbia and Alaska.

Going into the second season of the power block, tremendous interest is being received internationally. In the near future power blocks will be used in Peru, Africa, and the East Coast of the United States, in addition to the West Coast applications. Marine Construction and Design Co. has been named exclusive manufacturer of the power block, under Mr. Puretic's license, and is putting into production six models for the 1956 season, with sheaves ranging from 16" to 35" diameter. These blocks are capable of handling any fish net from 1½ strips of light nylon web to the largest tuna, sardine, herring and menhaden seines.

"Alice B" Is Sold

The 52′ troller *Alice B.* was sold recently by George Ward of Seaside to Manuel Garcia of Salinas. Manuel's 35′ diesel troller *Castaway* was turned over to George as part payment on the *Alice B.*

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE

What Chance of Survival Has a Shipwrecked Crew?

• Survival equipment carried by many of the trawlers and halibut vessels fishing the offshore waters of the Northeastern Pacific usually consists of a small dory, skiff, or open raft—hardly adequate in the event of an emergency. Perhaps the feeling of many skippers has been that in winter months and in bad seas launching of safety gear and keeping it afloat would be highly unlikely. Even if this were possible, exposure in an open dory or raft would soon take its toll. In many instances in the past when a boat has been beset by troubles, the radiophone has quickly brought the assistance of another vessel. In some cases, however, a vessel may find its radio equipment out of order when it is most needed. Although a rare eventuality, it would be comforting to know there was some dependable survival equipment which could be used in this advent.

The British have developed life rafts as the result of World War II experience which seem to provide all the desirable qualities for use in the North Pacific. The new Elliott rafts are automatically inflated and provide a double wall canopy for protection from the wind and sea. The canopy is erected by the inflation of two arches, which provide a strong supporting unit. A high-pressure CO_2 gas cylinder floats the raft quickly. The raft is insulated from the sea, has a boarding net, light unit and other equipment needed for survival. They have been tested in temperatures near 0° and can be kept comfortably warm inside. The rafts are made in three sizes—20-man, 10-man and 6-man.

"Cobb" to Trawl In Juan de Fuca Strait

The U. S. Fish and Wildlife Service vessel *John N. Cobb* was scheduled to leave Seattle the latter part of February to carry out a one-month trawl survey in the Strait of Juan de Fuca from Neah Bay east to Port Angeles. Many fishermen have expressed interest in these grounds, but have found prospecting the trench costly. The bottom is reported rough, with many snags. However, there have been good signs of Dover sole and black cod in the area. Scientists aboard the vessel will attempt fully to survey the topography of the bottom, locate snags, and record fish catches. Three previous trawl cruises have been carried out in the offshore waters of Washington by the *Cobb*, two with the intent of exploring the deep water on the continental slope for potential commercial quantities of bottom fish, and one for shrimp. Results of the various cruises are usually made available to fishermen shortly after the completion of the cruises.

Shark Slicer Clips Canadian Baskers

Some months ago *Pacific Fisherman* reported that the Canadian patrol was equipping one of its fishery protection vessels—the *Comox Post*—with a plow or knife at the forefoot with the purpose of ramming and destroying the numbers of enormous—up to 35′ length—basking sharks which infest provincial waters. These creatures are a serious menace to fishermen by becoming entangled in gillnets and trolling lines. The sharks evidently feed on the same plankton sought by some salmon, and are at their peak of abundance during the height of the Sockeye run.

Comox Post's score for the first season's operation with her shark slicer was 41 basking sharks destroyed, with a record bag of 18 in one day.

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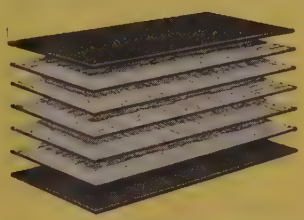

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Stringent Restrictions

Accepted by Sockeye Industry of Two Nations — For the 1956 Season Only

"We have too much fishing over too wide an area to permit us to provide the adequate **racial escapement** which is absolutely essential in order for the commission to discharge its responsibility rebuilding the Fraser River Sockeye run, at the same time permitting the maximum catch consistent with such rehabilitation, and dividing that catch equally between the fishermen of the United States and Canada." — Loyd A. Royal, director, International Pacific Salmon Fisheries Commission.

● Unique among fishermen's meetings in the unanimity with which severe curtailment of next season's fishing was accepted, the meeting of the Sockeye Commission's advisors with the commission personnel in January saw the industry accept the stringent cutback *for one year* with no dissenting voice.

Need for the stern measures was stated by Loyd A. Royal, Sockeye director, as quoted in the accompanying box. There was no challenge.

Then he explained the proposed regulations:

1. Closing all ocean salmon fishing with nets in convention waters from June 29 through August 5. All waters of the Strait of Juan de Fuca are included.

2. Weekly closure of 72 hours in U. S. waters from June 28 to August 13; and of 48 hours from August 13 to September 3.

3. Virtually complete closure of all Canadian seining for salmon during the period of the Sockeye run.

4. Weekly closure of 78 hours in outer Canadian areas from June 28 to August 7; and of 120 hours in inner areas from August 8 to September 26. Closures above New Westminster to end 4 hours later than below, regardless of length.

Moreover, the regulations in United States waters are based on a fishing potential equivalent to 210 purse seines, 320 gillnets, and the standard number of reef nets. If this fishing pressure is exceeded, additional closure will be on the basis of hours per day open to fishing; rather than of additional days.

● Voice of the industry, as uttered by the several members of the Advisory Board representative of the branches, was briefly:

Canadian Seiners, by Harold Christenson: "We favor conservation in all forms, providing it is evenly applied. We *developed* the ocean fishery and we believe we have a *right* to fish there; but we're accepting this program *for one year.*"

Canadian Canners, by Richie Nelson: "We maintain that ocean operations in treaty waters are a sound development of the fishery, and fear their closure is an opening wedge. However, we accept such closure on the understanding that is a measure for next year, and is not being adopted as a future policy."

Canadian Gillnetters, by Peter Jenewein: "We agree with all aspects of the regulations except the 4-hour differential in the Fraser River."

Canadian trollers, by Bud North: "We are agreeable; and in addition we'd like to see Pinks brought under the Commission. In fact, we'd like to see the commission handle *all* salmon fishing."

Canadian Sportsfishermen, by Ted Black: "We are in full agreement."

American seiners, by Nick Mladinich: "We oppose closing of high seas fishing, but accept it for this year. We prefer closing on Sunday rather than Friday in order not to interfere with the peak of sport fishing."

American Canners, by John Mitchell: "We have no objection to these regulations *for* 1956 *only*, and provided they are not offered as a continuing program."

American gillnetters, by Chester Karlson: "No objection."

American Trollers and Reefnetters, by John Brown: "We are in full accord, but would prefer closure on Sunday instead of Friday."

American Sportfishermen, by Howard Gray: "We hope this consensus is on the basis of conservation, and does not result alone from the *economics* of next season's fishery."

● Tucked away in the talk were several hints of things to come, and not to come:

1. Offer of the Canadian gillnetters to agree to a 50-50 split with the seiners of future catches of all species — the division to be made by the Canadian Department of Fisheries.

2. Canadian trollers favor forbi ding all net fishing—seiners and gil netters alike — offshore from a T toosh-Bonilla line, reserving all ocea salmon fishing to trollers.

3. Forecast that many Puget Soun purse seiners, and gillnetters als would go to Alaska during the Soc eye season of 1956 in home water

4. The commission will not at a time discriminate against any form gear, according to Mr. Royal, "unle it be a new form seeking to enter already crowded field."

The full commission was present the meeting, Senator Thomas Reid, R. MacMillan and Joseph Whitmo representing Canada; Robert J. Scho tler; Elton B. Jones and Arnie J. Sc mela representing the United States.

Mr. Schoettler in assuming the cha manship paid a warm tribute to predecessor, Senator Reid, the s charter member of the commission s in service.

"Genevieve H II" Burns

The purse seiner, *Genevieve H* burned and sank recently about miles southeast of Catalina Isla The crew of 11, including the sk per-owner, Roy Hugev of San Pe was rescued from the boat's skiffs the Coast Guard cutter *Morris*, landed in San Pedro.

The seiner was built by West Boat Building Co., Tacoma, in 19 and was 78' long. She was fishing Van Camp Sea Food Company. crew included Marion Bovanich, J Bozanich, Jack Bozanich, C. Anic Joe Galisic, Phil Matulich, Jerry zaja, Anton Perica, Sam Mavar Tom Hugev.

Ace" High—Here are the managing director, Hervey Petrich, left, and Skipper Earl Peterson the **Western Ace,** in PF's office just after the vessel delivered 630 tons of tuna to Van Camp nnery at Astoria — a load believed to be the largest ever brought by any clipper to any American port.

Record 'Western Ace' Trip Reactivates 'Western King'

Western Ace took a neat trick at storia in February when she unoaded at the Van Camp cannery hat is reported as the largest trip f tuna ever delivered by an Ameriin tuna clipper at any port. In proucing it, she triggered the completion f another giant clipper as a fleetnate.

The fare was 630 tons, taken in a rip of 72 days to Equatorial waters ff South America. Capt. Earl Peterson, skipper of *Western Ace,* visited PF in Seattle shortly after unloading f the cargo started and expressed imself as well pleased with the orders hat brought him up the coast. He aid the extra running time was somehing over three days, "But what are hree more days when you've taken a ig trip in only 72?"

He found facilities at the Van Camp plant at Astoria admirable, and reported that the vessel was discharging 70 tons per day.

The trip consisted largely of Skipjack, with some Yellowfin.

Captain Peterson was invited to address a meeting of a group of fishermen's wives whose husbands operate part of the time in the Albacore fishery. They were keenly interested in further development of off-shore tuna operations out of Pacific Northwest ports, and particularly in the success of his trip with direct delivery to Astoria.

Coincident with the successful completion of the *Western Ace's* trip her managing owner, Hervey Petrich of the Western Boat Building Co., announced that company was resuming the work of converting her sistership *Western King* into another giant clipper. Like the *Western Ace,* she is a former *ART*—fleet rescue tug.

The company has hulls—and long-range plans—for two more of these vessels, to be named *Western Queen* and *Western Jack.* Their conversion, however, is something for the future, and has not yet been even tentatively scheduled.

Western Boat Building Co. did a lot of work on the *Western King* some time ago, but suspended the conversion task when the tuna market situation weakened.

Western King will be powered with a Superior diesel main engine and Atlas diesel auxiliaries, according to Mr. Petrich.

Decision to resume work on the vessel followed the success of the *Western Ace* and Mr. Petrich's conviction that tuna canning operations in the Pacific Northwest are due for further development; and that large, fast American vessels of this sort can furnish them with a big part of their material.

Fish Basking Shark

Fishing for basking shark in Monterey bay are Santo Balesteri on the *Spindrift,* Stanley Haskin and Jack Norman on the *Glacier* and Bill Tomlinson and Bill Jr. on the *White Angel.* The shark are harpooned and towed into Moss Landing, where carcasses are purchased by the Salinas Tallow Co. After the fish are "livered out" the remains are reduced for meal.

"Azalea" Is Sold

The 52-foot troller-dragger *Azalea* has been purchased by George Beck of Seaside, Calif., from Mrs. Charles Hagglund of Morro Bay, widow of "Charlie" Hagglund, who died last fall. The Azalea is powered with a Caterpillar 85 hp. engine. George Beck Jr. will fish with his father on the *Azalea* for both salmon and Albacore.

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Herring Abundance Permits Four Lifts in Quotas

Herring have been so abundant in British Columbia waters this season that quotas for various areas have been extended four times. The Lower East Coast's original quota of 40,000 tons was increased to 50,000 tons; the Central area's from 40,000 to 50,000 tons, and the Middle East Coast sub-district from 10,000 to 20,000 and then to 30,000 tons.

Supplies of herring in the Seymour Narrows area continued in heavy volume at the end of January and early February, and the Department of Fisheries decided that the addition to the quota could safely be taken without endangering adequate spawning.

At February 1 the total production of herring in British Columbia stood at 140,000 tons. Had the season not been delayed in getting under way, owing to dispute over prices, the production figure would have been higher in comparison with other recent years. It was keeping pace with the other seasons' totals even with the late start.

Floyd Wright Heads Astoria Port Commission

Floyd L. Wright, vice-president and treasurer of the Columbia River Packers Association, Inc., was elected president of the Astoria Port Commission at its January meeting.

At that time the Commission closed the fishermen's wharf and mooring basin to truck and auto traffic, despite fishermen's protests. Discussion brought out the view that rehabilitation of the wharf, which has become badly dilapidated, would involve unwarranted expense, and that current maintenance should be limited to the minimum of safety.

14,481 Tons Sardines Trucked to Monterey

The northern California sardine season ended last month with a scant delivery of 335 tons of mackerel and no sardines to Monterey canners recorded for January.

All sardines were trucked from southern California points to both Monterey Bay area and San Francisco canneries.

However, deliveries to Monterey totaled 14,481 tons for the 1955-56 season as compared to 8,886 tons for the previous season, and 2,473 tons delivered in San Francisco as compared to 779 tons the season previous.

Including other species, Monterey's total will exceed 20,000 tons packed.

Harley Knox, San Diego, Heads Calif. Commission

Harley E. Knox, former mayor of San Diego, has been elected president of the California Fish and Game Commission. Mr. Knox succeeds William J. Silva of Modesto. Mr. Knox appeared before the California Assembly interim committee on fisheries at a meeting January 26 in San Pedro in connection with hearings by the committee on commercial and sportfishing problems.

B.C. Packers Shift Operating Personnel

Several important executive changes in the B.C. Packers organization became effective early this year.

E. S. Turnill, formerly acting manager of the Imperial plant at Steveston, has been promoted to the Vancouver head office to take charge of sales of fresh and frozen packaged fish. Mr. Turnill had been in charge of the Imperial plant since the elevation of Ken Fraser to the position of director of western operations.

M. H. MacLean, formerly of Namu cannery, is the new manager at Imperial, with Art Woodland, formerly in the research department, as plant superintendent.

Bill Garriock, who was previously manager of the company's cannery at Alert Bay, has gone to Namu to succeed Mr. MacLean. Doug Topley, who was manager at Boswell, has been moved to Alert Bay. Toby Bullock, formerly assistant manager of the plant at Wadhams, has been transferred to the Bosell operation.

'Commando' Goes Collegiate As Fish School's 'Fleet'

Capable *Commando*, 67-foot combination seiner-trawler-longliner which Capt. Einar Telnes has fished successfully since 1944, became the property of the School of Fisheries of the University of Washington at the end of January, supplanting the little 50' *Oncorhynchus*, which really was not big and rugged enough for the kind of education Dr. Richard Van Cleve gives his students. Brought up researching on a halibut boat in the Gulf of Alaska when the Halibut Commission was in its beginnings, he believes fisheries researchers should go to sea—but he wanted a boat they could do it in safely.

Now he has one, for the *Commando* has acquitted herself with credit all along the coast. Seth Green Machine Co., Seattle, built her with a beam of 18' and a 165-hp. Cummins diesel to drive her.

Instrumentation includes loran, radiophone, automatic pilot and echo sounder.

"Jimmy" Repower Jobs

A. K. Anderson's *California Rose* has been re-powered with a Model 62203 General Motors engine, supplied by Crofton Diesel Engine Co. of San Pedro. The unit is equipped with 4.5:1 reduction gear, with 3:1 opposite engine rotation front power take-off.

Another Southern California boat, the *Bill*, owned by Jack May, a 38-foot Kettenburg out of San Diego, has also been re-powered with a "GM"—Model 3071-A, 3:1 reduction, and direct drive front power takeoff.

Still other GM installations: a Mode 3-71, 1.5:1 reduction, main unit, fo the 34-foot *Dorothy May* of Redond Beach, owned by Bob Roth; and Model 62203 in the *Gypsy*, 4.5:1 reduction; *La Diana*, Model 2-71, B DeSanti.

Spring Chinook Salmon Prices Hit High Peaks

Minor parcels of spring Chinoo salmon from the Columbia Rive reached the Seattle wholesale mark during the early part of February, i the late-winter open season. Just b fore the advent of Lent these fi fish commanded a semi-wholesa price of 80c per lb., Seattle.

Men Help Each Other Install New Diesels

Oren Addleman of the *Dolores* and Bill Johnson of the *Elsie* ha been helping each other install G-671 engines in their respective boa which lie side by side at Moss Lan ing. Kolstrand gurdies and reve boxes are being installed on Wal Leary's boat *Evelyn* by the Ho Equipment Co., of Monterey a Moss Landing. A Chrysler Ace being put into the *Camillus*, own by John Fialho of San Jose by t same company.

Rich Tuna Fishing

Recent trips of Japanese longlin to the Indian Ocean are reported have found exceptionally fine fi ing, with catches running from to 14 Yellowfin per set of 100 ho This is far higher than the Japan have ever reported from any ot grounds, where they usually h found it profitable to fish at a ca rate of around 2 fish per 100 ho

Angelo Maiorana, skipper of the M terey purse seiner **Dux**, has been pitalized with a serious illness but is well on his way to recovery.

HE CUT FUEL COSTS 50%

Since He Switched to GM Detroit Diesel Power

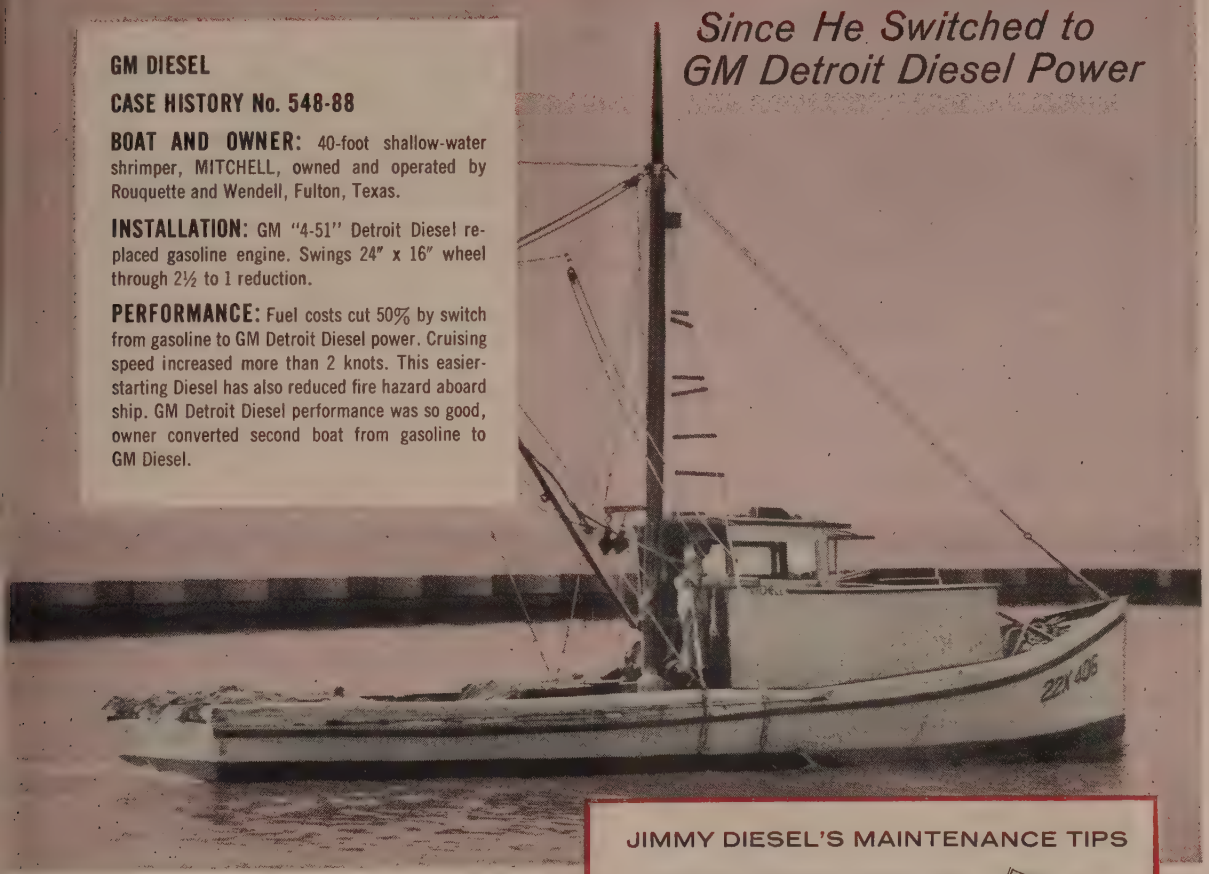
GM DIESEL

CASE HISTORY No. 548-88

BOAT AND OWNER: 40-foot shallow-water shrimper, MITCHELL, owned and operated by Rouquette and Wendell, Fulton, Texas.

INSTALLATION: GM "4-51" Detroit Diesel replaced gasoline engine. Swings 24" x 16" wheel through 2½ to 1 reduction.

PERFORMANCE: Fuel costs cut 50% by switch from gasoline to GM Detroit Diesel power. Cruising speed increased more than 2 knots. This easier-starting Diesel has also reduced fire hazard aboard ship. GM Detroit Diesel performance was so good, owner converted second boat from gasoline to GM Diesel.



If gasoline costs are reducing your profit margin, a General Motors "4-51" Detroit Diesel can help you better your net.

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What's more, a "4-51" Detroit Diesel fits in about the same space as a gasoline engine of the same rating—costs far less than you'd expect to pay for a Diesel. Many operators report this engine has paid for itself in operational savings alone in just a few seasons.

Your local General Motors Marine Diesel distributor can give you full details on the GM "4-51" Detroit Diesel. Call him today or write direct.

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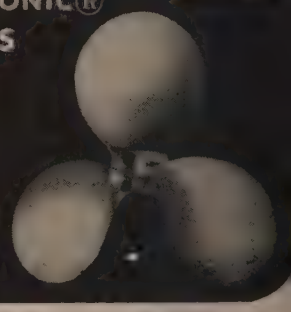

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ı, How Things Hum ı Oakland Estuary

ebruary found things humming he Estuary at Oakland, according a letter to Pacific Fisherman's vs from Helen Evans, who wrote n her vantage point at the Evans lio Dock, 901 19th Ave., Oak-l, Calif.

Among the interesting bit she men-ed:

The Wadsworths on the *Sandra Jo* preparing to refrigerate their t. They have been vacationing in higan through the off season, but back on the coast and anxious to the work done.

Jo-Be, owned by Frank Matthews, been re-wired and a new Ross th sounder installed. Ellis Bell-n's *Aili* and Oscar Stone's *Warrior* e other boats similarly Ross-ipped at Oakland.

Tony Roger of the *John O.K.* had good winter season crabbing out Eureka. Among the boats winter-at Oakland this season from other as were Dick Wirta's *Sea Wolf* Gus Laine's *Elvira* from Fort gg.

Among new Oakland engine jobs s that on N. W. Spence's *Dancing dy*. Adolph Stemlind equipped his *cel* with gurdies this winter and is dy for trolling to start; while Jack rget has his *Escapade* in fine shape opening day May 1. Charles ott of the *Nili III* missed last r's fishing, but he'll have his boat dy for the 1956 ocean salmon son.

Regal Seafood Co. will be ready, ; with another hoist to speed un-ding the boats.

nall Craft Haven ojected for Trinidad

Plans for development of a small at harbor on Trinidad Bay, north Eureka, have been presented to Harbor Planning Commission by rl Hallmark of Trinidad.

At the request of the Humboldt nty board of supervisors, the com-ssion is preparing a master plan small boat harbors for Humboldt nty. Included in the plan are Trin-d, Humboldt Bay at Eureka, and elter Cove.

Endorsed by the Trinidad Cham- of Commerce and Mayor Glen nders, the proposed Trinidad pro-t calls for a jetty to be constructed t from the tip of Trinidad Head, protect boats from southwestern rms.

Bob Lambie, associated with his father the Lambie Propeller Company, Wil-ington, in January won the Toastmasters ech contest, speaking on "A Small siness Answers the Unions".

Officers for 1956 of the Lower California Fisheries Association are shown here at the organization's annual dinner and dance at San Diego. From the left—**Anthony S. Chiappe,** president; **John Zolezzi,** vice president; **Joe J. Camillo,** business manager; **P. E. McCaffrey,** secretary; board members, **Anthony Bregante** and **Julius Zolezzi.** Fourth board member, **Lawrence "Larry" Canapa,** who was at sea.

SAN DIEGO BITE-SIZE ITEMS

• *SARATOGA* and her skipper, Manuel J. Luz, were the subject of a feature article in Star-Kist's publication "Gill and Quill" for January. The clipper was built in Tacoma. . . At the showing of the "Naked Sea" in San Pedro, the last week of January, all who saw the color film of tuna fishing by live bait were convinced that Joaquin Qualin and his crew were excellent actors. The full-length movie, filmed by Allen H. Miner, was produced aboard the *Navigator*. Outstanding, in addition to the camera work itself, is the musical score which has been issued in a separate album, entitled the "Naked Sea". The score was composed by Laurindo Almeida, Mexican guitarist. . .

SAN DIEGO appears back to normal again, in that most of the fleet is at sea or in drydock for repair and overhaul, according to the American Tunaboat Association. . . James Lane, president of Westgate-California, was hospitalized in January for a spinal operation. . . Bolstad Sales & Service, San Pedro, supplied the engineroom equipment for the last trip of the *Challenger* and the *Joan of Arc*. . . Chuck Mosgrove, former boxer, and a crewman aboard the tuna clipper *Sun Traveler* when it exploded and sank in late December, is suing owners of the vessel for damages. He says he was severely burned and permanently injured in the explosion.

MISSOURI, the fifth in the National Steel's series of tuna clippers, was given a trial run in January. Among those aboard were Earle Childs, Johnny "The Shiek", and representatives from Fairbanks - Morse, Western Gear, Sperry Gyroscope, and the vessel's skipper, George Stevens. . . . Mauricio & Sons has under construction a new bait hauler for servicing of the sportfishing fleet of San Diego. . . *Normandie* is now working with a Sperry Mark 2 radar and a Sperry magnetic compass, supplied through the San Diego office of Sperry, under the supervision of Dexter Hayhurst. . . Docked recently for repair and overhaul at National Steel were the *Sea Preme, Portuguesa, Zarco, Sun Ray, Explorer*. . . Shepherd Marine recently installed a Bendix automatic pilot on the *Mercator*, Don Byrd . . . for the *Portuguesa*, Manuel Rosa, the same company, supplied a Bendix DR-9 recorder for, work aboard the clipper's powered skiff.

Fishery Dealers Study Effect of Proposed Law

Southern California Fisheries Association, Los Angeles, at its February meeting discussed the proposed legislation by sportsmen groups that the purchase and sale of barracuda be prohibited in the state of California. Bart Ghio gave a full report on this threat to commercial fishing. He is secretary of the association.

New members in the association include California Ice & Cold Storage Company of Long Beach; Comoco Produce Distributors Inc., Los Angeles, operating a refrigerated trucking service; Terminal Truck Service, Los Angeles; and Triangle Cold Storage Co., Los Angeles.

Aldo Casaretto has been appointed chairman of the 1956 Fish Week Committee. And for February's fish of the month, it was scallops, with oysters and halibut as companion items, in the Southern California seafood promotion.

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SAN PEDRO SEINE SETS

SAN PEDRO BOY, a purse seiner, ill be fishing with Starr nylon web- ng in the bunt during the current ason, according to Tony Stanovich, anager of the Fishermen's Coopera- ve Association warehouse . . . And ny says that the *Stranger*, the *Ar- ne S.* and the *Sea Pride* are tuna fish- g with the Puretic Power Blocks . . . e *Vagabond*, Nick Mosich, recently pped its net in Techkote, supplied Marine Hardware Company . . . uce Barnes, who recently bought e *Kiru*, has installed aboard the boat DE 112 Fathometer (recorder) in- alled by Marine Radio Service, San edro . . . the *Harmony* out of Morro ay is now fishing with a 45-watt Ben- x radiotelephone.

CALIFORNIA ROSE has a new ain engine, a GM 110, sold by Crof- n Diesel Engine Company, San Pe- ro. The boat is owned by A. K. An- erson and the reduction is 4½ : 1, with ont power takeoff . . . another GM iesel has been installed on the *Bill*, a -71, 3:1 reduction, with front power ıkeoff. The boat's owner is Jack May f San Diego . . . Donald P. Loker, tar-Kist, has been named harbor dis- ict chairman of the American Cancer ociety's April Crusade . . . Paul W. filler Company recently completed ire inspection aboard the *Guiseppe, harnon B* and the *Santa Rosalia* in os Angeles harbor . . . Al Larson Boat ard is re-building the super-structure f the *Zepyhr*, damaged at sea by fire . . Gilbert Van Camp, Sr., John Ra- os, Joseph Bogdanovich, Joanne Be- ich and John R. Biven, all associated n the fishing industry of San Pedro, vill serve on the board of the San Pe- ro Community Hotel (the Hacienda) uring 1956.

LOCAL 33 of the ILWU fisher- nen's union, San Pedro, held its 20th nnual dance at the Yugoslav-Amer- an hall in January. Martin Slavich vas master of ceremonies . . . George Veb, former manager of the Fisher- nen's Cooperative Association, died in nid-January in a Los Angeles hospital. He was 53. At the time of his death ıe was a member of the ILWU marine clerks association, Local 63. He was ı native of Ohio . . . The annual mem- ership tea of the Fishermen's Cooper- ıtive Association Auxiliary was held in arly February at the home of Mrs. awrence Zuanich—he is skipper of he *Stranger* . . . Funeral services were ıeld in January for Jerry Bodich, re- ired San Pedro fisherman . . . Georgia Plancich has been re-installed as presi- lent of the Yugoslav Women's Club for 1956 . . . Serving with Mrs. Frank Albano, president of the St. Ann So- ciety, San Pedro, for 1956 are Anna Pirozzi, Mrs. John Joseph DiLeva and Mrs. August Castagnola . . . chairmen include Mmes. Carl DiMeglio, Louise Baroni, Fred Hooker, Joe Tardio, John Calise, Gerald Cigliano, Anthony Ci- gliano, James Dooley, Phillip Gugli- elmo, Michele DiRenzis, Louis Mas- cola, Anna Pirozzi and Piero Monti.

ANTHONY M had a trial run with her all-nylon tuna net working with the new Puretic Power Block in mid- January. Cook Joe Barton served a wonderful feast for observers and crew. Anton Misetich was on the job, as captain, to supervise the setting of the new net.

"Husey" Burns and Sinks

The *Husey* out of San Diego burned and sank recently off Catalina Island. Skipper was Sylvester DeLuca of San Diego.

The 42-footer carried a crew of seven and were picked up about an hour after the fire by the purse seiner *Sea Rose*. The crew reported that the fire started in the boat's engineroom in early morning.

200 Tons of Tuna Lost When "Sunset" Sinks

The tuna clipper *Sunset* sank off Acapulco, Mexico, January 17. The rescue ship for eight members of the crew was the Union Oil tanker *Unoba*.

Skipper Pedro Neves and his son, Jose, were reported to have been re- turned to San Diego aboard the tuna clipper *Mary Lou*.

The vessel had aboard about 200 tons of tuna when she sank — within 20 minutes she was under water, the crew reported. Cause of the sinking is as yet unknown.

Anthony Bregante of San Diego is the managing owner of the 121-foot vessel which was built in Long Beach in 1945. She customarily fished for Van Camp Sea Food Co.

Castagnola Firm Buys Wharf at Santa Barbara

George and Mario Castagnola, op- erators of the George V. Castagnola Company, wholesale and retail fish, Santa Barbara, have purchased Stearns Wharf in the southern port, in part- nership with Norm Hagen, sport fish- ing operator, who is running a fleet of day and charter boats. The wharf is equipped with several vacuum un- loading pumps which can work sar- dines, mackerel or anchovies.

Whatever Became of Rod Redmond?

Well, here's the answer, by his own hand, written from Balboa, Canal Zone, Panama. He'll be home soon, but in case anyone wants to try writ- ing him, it should also be directed to General Delivery, Ancon Postoffice. The full name, of course, is Capt. "Rod" R. Redmond.

What does he say? We're coming to that; and this is it:

"I have been down here in South America since July, 1952, in the shrimp business. For some time I shrimped out of Panama; but for the past two years I have been exploring new grounds, and trying to learn some- thing of the shrimp's habits — but I must confess the shrimp are a lot smarter than I.

"I have test-dragged in Peru; and in the Guayaquil River of Ecuador; and I was one of the men who found the big shrimp beds at Tomocco Bay in southern Colombia. I also worked out of Buenaventura, Colombia; and then returned to Panama.

"Then I was sent to Argentina on the east coast of South America, and to Brazil, where there are also many shrimp, but very little dragging. While down there I traveled several hundred miles up the Amazon.

"Then I tested for shrimp in Vene- zuela; and also tried the River Ori- noco, and the Magdalena—and I must say the shrimp are not particular where they go.

"For the past four months I have been exploring in the Great Darien jungles, which are about 125 miles south of Panama. I traveled the River Choconocha, which is the largest in southern Panama, with branches in Colombia; and there are shrimp far back in the jungle rivers. If anyone tells you this is a civilized country, tell them to come on down.

"I boarded the river boat last night at Uressa, Territory of Darien, for Panama; and received my mail from friends from Alaska to San Diego; so I wonder if you would publish a few lines of thanks to this old fisherman's friends. I hope to return home to San Francisco within about six weeks, as I still have that much time on my con- tract.

"I sure have missed *Pacific Fisher- man*, which rarely caught up with me down here."

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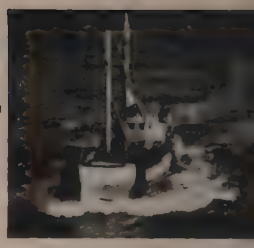

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Petrale Points & English Accents

To protect the petrale sole spawning population which gathers in Estein Deep very early each spring, Washington and Oregon landings of petrale were limited to 6,000 lbs. per boat trip for the period from February 1 to April 15.

The biologists originally had asked closure effective January 15.

One landing was made from Estein before the closure, Capt. Dan Suketa delivering 54,000 lbs. of petrale with his drum-trawler *Sunbeam*. This fish comprised only part of a trip which ran above 90,000 lbs.

The early limitation of landings pertained to all other closely localized petrale spawning spots, and was gauged to permit trawling in other areas, with retention of the incidentally-caught petrale.

● Early spring landings of English sole at Seattle were exceptionally heavy, the draggers reporting the best fishing in the English grounds south of Cape Flattery since 1948.

Best returns seemed to come from trawling off Quillayute.

What Confusionism Plans For Halibut Marketing

The Confusionistic economic doctrines for 1956 halibut marketing in Canada and the United States were advocated by a meeting January 27 and 28 in the Vancouver, B.C., headquarters of the ultra-left wing United Fishermen and Allied Workers Union.

Reported as a movement resulting from a "conference of delegates from halibut fishermen's unions and vessel owners associations from the United States, Alaska and Canada", the meeting recommended a crusade designed to produce a minimum price of 25c per pound for halibut of all sizes and in all conditions at railhead ports. Outport prices would be subject to a maximum differential of 2c.

Actually, there were only four Americans present at the meeting; and only one of them represented vessel owners.

The meeting actually was "loaded" from the Vancouver local of the UFAWU, which had 24 members present, to 8 persons from other affiliations. The Vancouver UFAWU of course is dominated by its secretary-treasurer, Homer Stevens, to whom the United States denies admission because of affiliations with blacklisted agencies. H. Stavenes is president of the union.

Persons not members of the UFAWU attending the Vancouver meeting were: Americans—Sam Idem, Petersburg, Alaska, vessel owner; Helge Petersen, Clarence Nordal and Ottar Larsen, Seattle members of the Deep Sea Fishermen's Union.

Canadians — Oscar Giske, Prince Rupert vessel owner; Harold Christinson and Richard Tallant, Vancouver vessel owners; William Brett, Prince Rupert union member.

Official UFAWU explanation says the program "would *compel* the individual companies to bid the *minimum price* for a *minimum quantity* of halibut for the season, and also would require each company to bid for a minimum quantity of halibut at those prices on a daily and/or weekly basis. . . . The *fishermen members* of the union would reserve the right to refuse further sales to a company beyond the seasonal minimum which that company had requested." (Emphasis supplied by editor in all cases.)

The UFAWU statement says further:

"There might be strike action required to achieve minimum price agreements."

Admission that the legality of the proposal probably would be brought into question is seen in a motion passed by the conference "favoring the establishment of a joint mutual fund which could be drawn upon by any organizations which might find themselves involved in legal suits arising out of the struggle for a minimum price".

False Creek Fish Wharf Under Way at Last

Piledrivers are at work in Vancouver's False Creek preparing the way for the city's million-dollar fishermen's wharf, which will have a 1200-foot bulkhead line on the south shore of False Creek between Granville and Burrard bridges. The bulkhead, access roads and sheds will be completed by late Spring, according to company spokesmen.

Mooring facilities for 150 larger fishing vessels will be provided by the new wharf, being financed by the Canadian government. They will relieve the extreme congestion in Coal Harbor and other rendezvous for fishing craft on Burrard Inlet.

No provision for unloading cargoes will be made and the fishermen will not be allowed to live aboard their vessels when moored. The wharf will serve only as "a parking lot" for the boats.

Halibut Gear Losses in Juneau Fire Are Heavy

Halibut gear valued at $50,000 was destroyed in the fire which did serious damage to the Juneau Cold Storage Co. plant.

Losses on the order of $5,000 each were reported by John Lowell of the *Fern II*, Elmer Jacobson of the *Norland*, and Jack Crowley of the *Lassie*.

Reckoned at $4,000 were the losses of the *Sunmore*, John Winthers; *Gordon D.*, Olaf Aase; *Queen*, Erling Onosian. Larry Fitzpatrick of the *Ruby* figured his gear loss at $3,500; while $3,000 losses were checked by Art Kobbevik of the *Margaret T;* Ruell Fleming of the *Tundra;* William Dore of the *Valiant;* Olaf Larson of the *Arden;* and Andrew Hoppin of the *Cape Race*.

Olaf Winters of the *Freeman*, Gus Swanson of the *Mayflower*, and John Hoppin of the *Zip* each figured losses at $2,000; while Herman Waldemar of the *R.D.* counted his at $500.

Chinook-Silver Treaty Possibilities Explored

(Continued from page 17)

Canadian ministries of foreign affairs and of fisheries in Ottawa.

That's about the route by which progress would have to be made.

Protocol and precedent forbid that Governor Langlie, or the officials of any state, undertake such discussions directly with a "foreign power". This must be done through the Department of State.

● Although he readily agreed to explore the matter of state opinion on international conservation of Chinooks and Silvers, Governor Langlie told them the March 15-April 15 closure would have to stand for 1956, as it had been agreed to by both Oregon and Washington on the recommenations of their biologists. He promised, however, that a careful study of the economic as well as the biologic effect of the closure would be made during the current season.

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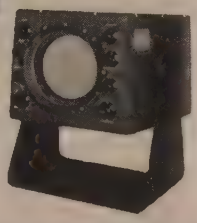

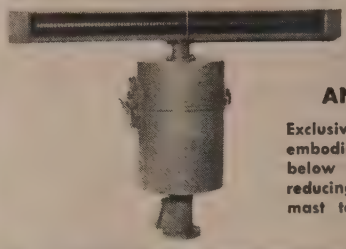

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ALL OF WHICH ADD UP TO GREATER ECONOMY THRU' SAVINGS IN NETTING, TIME, AND MANPOWER.

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LINES and LEADERS

ordby Supply's New Store at Salmon Bay Fishermen's Terminal, Seattle, was being opened th fanfare and open house when this picture of these three Nordby men was taken. In the ddle, **Lynn Miller,** president of the company. On the left, **Gay Elliott,** sales manager; and the right **Lloyd Turnbull,** vice president and manager of the Fishermen's Terminal Nordby ore, a thoroughly modern, fully stocked, admirably arranged, conveniently located facility fishermen.

ordby Supply's New Store t Fishermen's Dock Opens

New building, new store, expanded ock, backed with the kind of thoughtful, rsonal service which has made the me of Nordby known to Pacific fisher- en for a generation, marked the shift the Fishermen's Terminal branch of e Nordby Supply Co. to new quarters te this winter.

Official opening of the new store was nuary 28, with Lynn Miller, president the company, and the store's own staff hand to greet hundreds of customers. ne store is just a good heaving-line cast om the fish boat finger piers.

Ward Turnbull, vice president of the mpany, manages the Fishermen's Term- al store. He's fisheries trained, and a ologist who turned to business. In harge of his netting department is Ormal chardson, a real specialist in netting d nets, their treatment, construction, otection and use. He's assisted in this eld by Bill Sullivan.

Al Edwards and Darold Mathisen are eet-trained, fishermen—familiar figures the sales force. It's the kind of a crew at Nordby knows works well with fish- men.

lanufacturers Honor Rayniak

J. G. Rayniak, president of Outboard, arine and Manufacturing Co., of Wau- egan, Ill., was elected a director of the linois Manufacturers' Association when at group convened in Chicago recently. Mr. Rayniak, who began his career in e outboard industry with Johnson Mot- rs, came to Illinois in 1927 when the com- any moved from South Bend, Ind., to aukegan. He is recognized as one of the ading production line authorities in the ation.

perry Gyroscope's Seattle ranch In Improved Quarters

Seattle headquarters of the Sperry Gy- oscope Company's northwest district eadquarters have been moved to larger, ore modern facilities at 300 West Harri- on Street, it was announced by L. N. wisher, district manager.

Located within view of Elliott Bay, Se- ttle's harbor, the 6600-square foot estab- shment allows offices, stock rooms and odern repair shop to be accommodated n one floor. In addition to 20 permanent mployees, Sperry field engineers in tem- porary residence also will use the new offices for their base of operations.

Shortly before the move to larger quarters was made, Mr. Swisher was appointed Sperry district manager, succeeding H. S. Burtis, who had served the company for many years in responsible capacities, and who retires after being the district manager at Seattle for a considerable period.

Northill Anchor Distribution Program Advances Johnson

J. D. Johnson, formerly a sales engineer for The Garrett Corporation's Airsupply division, has been appointed assistant manager of the Northill Company, a Garrett subsidiary.

E. H. Messereau, manager of Northill, announced that Johnson will help coordinate sales and distribution of the famous Northill Air-Lung and the Northill Lightweight Anchor, as well as other marine products and underwater equipment which the company is developing for production in the near future.

Sales Reorganization At Cummins Service, L. A.

A recent reorganization of the sales department of Cummins Service & Sales, Inc., Los Angeles, includes the promotion of two employees and the employment of Mark Ogden as manager, advertising and public relations. Gene Power was named sales assistant to S. B. Cook, vice president, and W. O'D. Jones, promoted from office manager to field representative.

Mr. Ogden joins the Southern California distributors of Cummins Diesel engines after serving for a year as executive editor of "Diesel Progress". For the previous 3½ years he was in charge of sales promotion for Watson & Meehan, San Francisco. Prior to that he was vice president of Spencer Curtiss, Inc., Indianapolis industrial advertising agency.

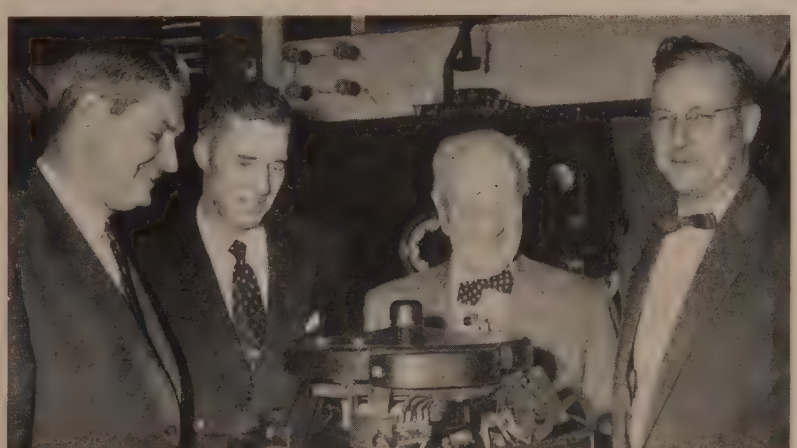
Kenneth Rush, Charles King and Loy Leffingwell continue as field representatives, while parts customers will be served on regular schedule by Fred Ingraham and Harold Mitchell.

T. L. Guarniere D. J. Clymer

G. M. Detroit Diesel Sales Makes Promotions

Two significant promotions were announced recently by Robert E. Hunter, general sales manager of the Detroit Diesel Engine Division of General Motors, by which T. L. Guarniere becomes merchandising manager, and D. J. Clymer advances to advertising manager.

Mr. Guarniere joined Detroit Diesel in



Sperry Quartet—These four men, gathered admiringly around a Sperry Mark XIV gyrocompass, are enjoying the company's new branch facilities at Seattle. They are, from the left: **R. E. Erbentraut,** manager of field service engineering, who came out from New York for the opening of the new establishment at Seattle; **L. N. Swisher,** newly-appointed district manager; **H. S. Burtis,** who retired recently as district manager; and **Chester A. Dalgleish,** Seattle branch manager of marine sales.

★ SELLING & BUYING ★

10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$20.00 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: Troller Sandra Lee. Monk design, 43' 5" x 12' 7" x 7' 6". Gray diesel. 17 ton net. Equipped salmon and tuna gear. D. F. phone, Freeman mike. Accommodates four. Launched December, 1948. For picture, more information write 119 Hubert Street, Apartment 6, Newport, Oregon. Phone 478M.

FOR SALE: 38' Sport Troller. Fully equipped, excellent for couple. Galley, head, stateroom on deck. Nearly new. Reasonably priced. Address Box 378, Pacific Fisherman's News, 71 Columbia Street, Seattle, Wash.

FOR SALE YARD: Two covered ways; 1000 T. and 300 T., Boat material on hand. Good harbor on Columbia River at Rainier. 1/3 down and income property. Retiring. Write Box 380, Pacific Fishermen's News, 71 Columbia St., Seattle 4, Wash.

FOR SALE: New 40'x11'3"x5'6" Monk-designed troller hull; similar to M & I, DAWN and DING HOW. Complete with tanks, bow iron and rudder. Tripple & Everett Marine Ways, Inc., 1636 West Spokane Street, Seattle 6, Wash. Phone AValon 3381.

FOR SALE BY OWNERS: Large fish cannery including land and buildings, with reduction plant. Outstanding value at bargain price, part cash, terms balance to right party. Also two additional reduction plants and fish soluble plant. P. O. Box 391, Monterey, Calif.

SAVE, buy surplus direct from Government at tremendous savings, boats, motors, gear, fishing equipment, truck, jeep, trailer, radio equipment, power tools, machinery, hundreds others. Government Surplus List $1.00. Send to Surplus Box 169 PAA, East Hartford 8, Conn.

FOR SALE OR LEASE: Modern salmon cannery in biggest producing area on Puget Sound. Crab and bottom fish available. Write Box 293, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

BUSINESS OPPORTUNITY. Wanted finances to manufacture and market patented vacuum powered deep sea tuna fishing pole, now in active demand. Testimonials on file. L. N. Hagerman, 1320 S.W. 10th Avenue, Portland, Oregon. Call CA 8-3681.

FOR SALE—Steel boat, Monk design, 48'x13'10"x 5½', built 1948, 2200 gal. fuel cap. (double bottom) gross 31 tons, sleeps 6, fully equipped, priced right. C. M. Negstad, 943 Solano Ave., Albany, Calif.

JERRY'S BOAT SALES. For any type or kind of boat or ship. World-wide contacts. Matt Batinovich, owner and broker, New location: 310 West 7th, San Pedro, Calif. TErminal 3-4482.

ANCHOR CHAIN—New and Surplus. Half inch, ⅝, and ¾, Black or galvanized, plus hundreds of blocks, shackles, etc. Two blocks south of Sears. Washington Chain & Supply Co., 2935 Utah, Seattle, Washington. Phone Eliot 6406.

FOR SALE: 35' x 11' Fantail blt. '50, 3-71 G.M.C. 7 Ton Refrig., net gurdy—$7200.00. 42' Seine Stern, 6-71, Witte Aux. 13 T. refrig. full electronic equip. bait tank and net, $11,000. 78' Seiner 260 H.P. Superior 100 Ton refrig. full electronic equip., $27,500. 39' Monk Design hull afloat ready for engine, 1000 gals. fuel 15 Ton Hold, $8500.00. FRANK SIMON ASSOCIATES, Berth 205A, P.O. Box 834, Wilmington, Calif. TE 5-3101.

FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. DON WOODWARD, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, California. Telephone CASTRVILLE 6652; or apply at OAKLAND ESTUARY BRANCH, Don Woodward, Jr., Manager, care Evans Radio Dock, 901 19th Avenue, Oakland, California; Telephone KEllog 2-8158.

1943 as a field service representative. Pri to his present appointment Mr. Guarnie was sales promotion manager. In his ne capacity he is in charge of the Divisio advertising, sales promotion and public activities.

Mr. Clymer joined Detroit Diesel's tec nical publications department in 1943. was later in charge of distributor sa management programs and national tra shows and also assistant to the advertis manager.

New Exide Battery Specially Suited to Marine Service

Exide Industrial Division of The Elect Storage Battery Company has just intr duced a new line of flat-plate mot power batteries to complement its fam long-life tubular plate Exide-Ironclad dustrial battery line. Using the tr name Exide-Powerclad, they are descri as premium flat-plate batteries with tri insulation. They are available at lov first cost.

The new batteries are specially adap for use in marine applications.

Powerclad positive plate grids are c structed of Silvium, Exide's patented c rosion-resistant alloy which has brou new service life and capacity standa to the storage battery industry. Vitrex perforated polyvinyl chloride retain uniquely wrapped and fastened, a pc ethylene insulating strip and a dee grooved microporous rubber separator used to achieve superior positive pl insulation.

Twin-Disc's New Marine Gear Features Bulletin

Bulletin 307 on the new MG-511 Mar Reverse and Reduction Gear has just b released by the Twin Disc Clutch C pany of Racine, Wisconsin.

All the advanced features of the Marine Gear are described and il trated, including: unusually short le of 17⅞" from the SAE housing flang the output propeller shaft flange—rut block drive—finger-tip control—oil-a ated, oil-cooled, multiple plate clutch all components easily accessible for vicing—full horsepower operation in forward and reverse—all gears strad mounted on anti-friction bearings.

A copy of Bulletin 307 on the MG-511 Marine Gear may be obta by writing directly to the Twin Clutch Company, Racine, Wisconsin.

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Columbia Closures Seek To Build Fall Chinooks

Aiming at the heart of the Columbia River Fall Chinook depletion problem, the Oregon and Washington fishery authorities have provided additional closed season as a protection for this dwindling run.

The closure starts August 25, one day earlier than hitherto; and extends until September 16, below Bonneville, instead of until September 10. Above Bonneville the earlier re-opening prevails, but the closed area above Bonneville is extended to Hood River.

This will give added protection to escapements headed for the several small Chinook spawning streams below the Dalles.

The longer closed period from August 25 to September 16 of course will offer just that much more attraction to the sport fishery, which cuts a wide swath in the escapement during the closed commercial season.

The weekly closed periods during August are doubled to 48 hours; and those after resumption of fishing in September are increased from 48 to 72 hours. These closures apply equally in all parts of the river.

An important change in the spring Chinook season is also provided for the area above Bonneville Dam. In 1955, the season extended from April 30 to May 27. Abnormally high upstream water storage resulted in exceptionally low flows in the river during the spring run. The situation created an extremely difficult fish passage condition at Celilo Falls and encouraged a prolonged heavy fishery throughout May. To forestall a possible recurrence of this situation, the spring season in 1956 will close May 10 above Bonneville Dam. *The two states have re-affirmed their intention to close the entire river above Bonneville Dam to commercial fishing in* 1957.

The opening and closing dates of the summer season will remain the same as in 1955, but there will be a slight relaxing of the 5¼" minimum mesh restriction originally proposed for protection of the Blueback run. In 1955 the mesh restriction was in effect throughout the summer season. However, it is desired to permit a greater percentage catch of the Blueback run in the coming year so the mesh restriction will be in effect only until June 29 below and July 17 above Bonneville. It is believed that even with this additional few days of fishing with Blueback nets, an adequate spawning escapement of Blueback will be realized from the run expected in 1956.

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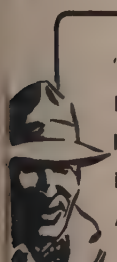

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Weeks-Howe-Emerson Company, 645 Howard St. San Francisco 5, Calif.

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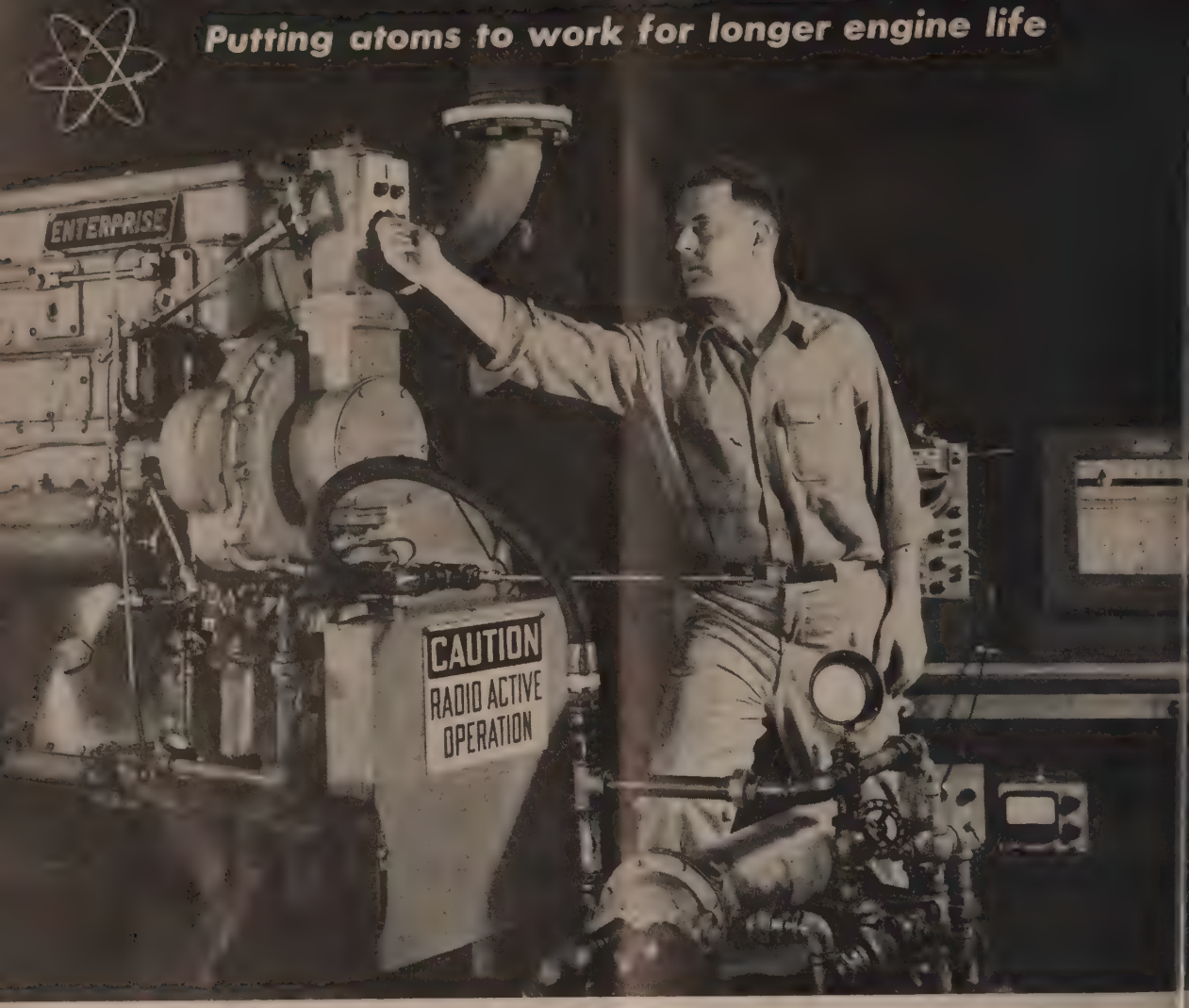

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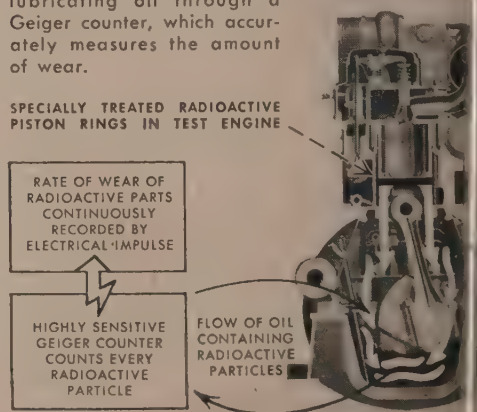
Discovering the secrets of engine wear — building more life into engine parts... these are challenges constantly put to the research staff at Enterprise laboratories. And today—thanks to the scientific application of radioactive testing—many of the mysteries of what happens inside an engine—of how and why parts wear, are being solved. Because of tests like these, new concepts have come to bear in diesel engineering — in metallurgy; piston design, operating speeds, types of fuel and lubricating oil, and many other phases. The results? More work from Enterprise Engines at less cost, with longer engine life than ever before. For the best in diesel, dual fuel, tri fuel and spark ignited gas engines, specify Enterprise—for 35 years the quality leader.

In Radioactive tests, engine parts such as piston rin are first irradiated in an atomic pile, then put in Enterprise test engine. Any radioactive particles wh are worn away during operation, are carried by lubricating oil through a Geiger counter, which accurately measures the amount of wear.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lalibut Commission—Members of the International Pacific Halibut Commission at the table. From the left, **J. W. Mendenhall; Seton H. Thompson,** who will be chairman for 1956; and **Capt. Mattias Madsen,** these three comprising the United States section. **Richard Nelson,** 1955 chairman, tanding, and **Harold Helland.** The latter two, with **S. V. Ozere,** who was ill, comprise the Canadian section. In the left background, **Richard Kautz** and **William H. Hardman** of the scientific staff.

Well-Muscled Research Seeks Halibut Secrets

● Fully-muscled in a fiscal way for the first time, the International Pacific Halibut Fisheries Commission is striking out on a research study aimed at determining the actual potential of the resource, and how it may be attained most profitably and without impairment of the future.

That's what it told its conference board and advisory group at a series of meetings in Seattle toward the end of January, backing its statements with the evidence of its staff's facts, charts and graphs.

Frankly, it was a more aggressive role than the halibut enterprise has assumed for a good many years; perhaps hitherto inadequacy of the United States' appropriation has left the program primarily on a maintenance basis.

● *BROADLY,* the commission is seeking definite knowledge as to the potential level of abundance and productivity to which the resource can be built.

How much halibut can the North Pacific banks produce on a basis of maximum sustained yield?

That's the fundamental question. Then along with it go these:

1. At what age of capture do halibut yield the largest return, considering the value of their spawning, the reduction of the stock by natural processes, and the extent to which this reduction is offset by growth?

2. What stock of mature halibut is required to produce the optimum number of young recruits?

3. How can the proper amount and distribution of fishing best be attained?

● *PROSPECT* for halibut in the immediate future is good. Harry A. Dunlop, commission director, F. Heward Bell, assistant director, and their staff found problems—but no cause for alarm—in the product of their researches.

The 1955 catch, for example, showed a marked increase in the numbers of young fish entering the fishery—good indications of the incoming of a large year-class of exceptional numbers.

While 1955 was not as good a season as that of 1954—which was exceptional—the Halibut Staff has not yet been able to determine whether the adverse circumstances of 1955 were due to physical conditions of weather and tide, or to biological conditions such as the numbers of fish and the extent of the stock on the banks.

The late-season produced by the split fishing of 1955 showed unmistakably that older and larger fish were available at that time than earlier in the year. However, the results from tagging were not altogether clear-cut, and may indicate that the timing of the season split could be adjusted to utilize the transient populations to better effect.

● *PRIME MYSTERY* of the halibut today is in the answer to this question:

Why Western halibut weigh much more at a given age than they did in 1929?

The Halibut Staff knows they do; but not *why.*

It is due, perhaps to better growth conditions, in which the older halibut being caught today grew up on uncrowded grounds; while in 1929 the large Western halibut had grown under crowded conditions before harvesting had reduced the population?

If this is true, could it not also be true that under the well-stocked conditions of the Western banks today the rate of growth is slowing down?

Is it possible that there would actually be more *growth* if more fish were caught? At what age will a population of halibut yield the greatest economic return without depletion?

It is answers to these questions, and many more, that the Halibut Commission and its Staff are working.

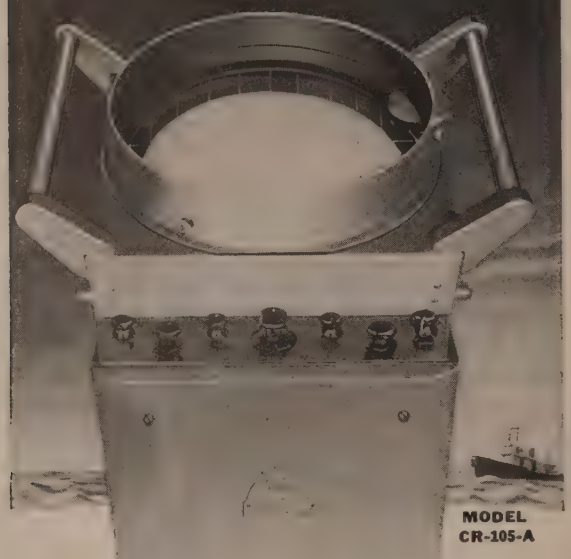
Lingcod Is Expensive

Line-caught lingcod was avidly sought in the Seattle market whenever it was available during the early weeks of the year—which wasn't often. It sold as high as 17½c per lb., dressed, which is more than twice the 8c price of trawled lingcod.

Petrale, firm at 9c, topped the landings of dragger fish in price, but English sole at 7.2c was the volume leader, and undoubtedly the principal source of income. Rockfish made-up a lot of poundage, but sold at 4c.

New Radiomarine Small Boat Radar

- Saves Money
- Saves Space
- Saves Power



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GENERAL OFFICES — NEW YORK CITY

Importers & Exporters — Producers, Packers, Smokers

FISH OF ALL KINDS

Mildcured and Frozen from all Principal Centers of Alaska

SEATTLE OFFICE — 1844 WESTLAKE NORTH

Juneau Cold Storage Plant Badly Burned

Severe damage was suffered by the plant of the Juneau Cold Storage Co. at Juneau in a winter fire, the worst fire loss sustained by the Alaska capital city since 1949.

The fire destroyed the fish house, the shrimp and salmon cannery, the ice plant and a large second story storage loft containing a large amount of fishing gear, mostly halibut longlines.

Wallis S. George, president of the company, indicated the loss—fixed by some at nearly a half-million—was about half covered by insurance.

Damage to frozen fish was principally in a substantial parcel owned by Pick-Shapiro Fisheries of Chicago.

The Juneau company's main offices, and those of Engstrom Bros., fish brokers, suffered some damage, but escaped destruction.

The concrete structure of the main cold storage structure blocked the flames and prevented them from reaching the main office, the bottling plant, and the refrigeration machinery room.

Plans for rebuilding the burned facilities had not been completed at presstime, but it was anticipated that the plant would be in readiness for effective operation by the time salmon trolling gets well under way, and the halibut season opens in May.

Part of the burned departments, notably the shrimp plant and salmon cannery, were completed only a few months before the first.

Fisheries Technologists Meet at Gearhart Mar. 18

Annual meeting of the Pacific Fisheries Technologists will be held at the Gearhart Hotel, Gearhart, Ore., March 18-21.

The meetings are not restricted to members, but all interested persons are invited. Details can be secured from Scott McLeod, Columbia River Packers Association Elmore Cannery, Astoria, Ore.

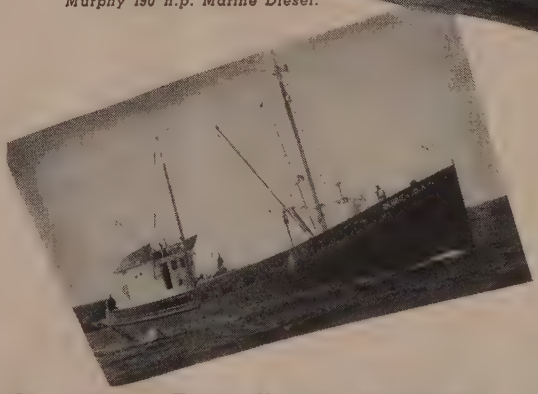
Alaska Fisheries Add Hydraulic Engineer

Anticipating expansion of the activities of the Alaska Department of Fisheries further into the field of lake and stream improvement, Clarence L. Anderson, director, in February announced that C. L. Ziener, a consulting hydraulic engineer of Vinton, Iowa, where he has specialized for 20 years in fisheries and wildlife engineering, including the design and construction of fishways, hatcheries, and water supply.

three of a kind completely DEPENDABLE

"BLUE BONNET," 73' shrimper owned by C. O. Robert, Aransas Pass, Texas. Snow-Nabstedt Model 3758/2057 4.5:1 Reduction Gear on Caterpillar D337 Marine Diesel.

"CYPRESS," 75' cannery tender owned by Fidalgo Island Packing Co., Seattle, Wash., Snow-Nabstedt Model 3764/2065 3:1 Reverse-Reduction Gear on Murphy 190 h.p. Marine Diesel.



"DEBBIE & JO-ANN," 78' scallop dragger owned by Moses Schonfeld of New York City. Snow-Nabstedt Model 3774/2075 3:1 Reduction Gear on Wolverine-Waukesha WM1905 Diesel.

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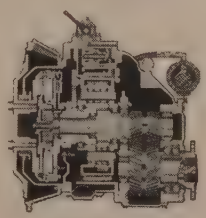

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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

March, 1956

FISH MARKETING PHENOMENA, 1956

• Salmon selling continued to upset the axioms of marketing as Lent opened.

Despite high prices—despite *higher* prices—retail sales of canned salmon kept ahead of supply.

Prices advanced here and there, where there were supplies left to quote on, but this seemed no handicap to movement.

Sellers return from the Atlantic City conventions to report that the trade there was wondering how much salmon there'd be to sell after 1956 packing, rather than how to sell the stock from last season.

• One clue to the queer actions of the market, in which high prices did not seem to set a ceiling on consumer buying, evidently lay in the fact that many buyers had placed their orders early, when scant production began to be indicated. Maybe their information was better; or maybe they had greater confidence than usual in the accuracy of their connections' reports.

In any case, a lot of business passed before the acute scarcity of Chums and Reds and Pink talls was translated into higher prices.

Range of retail prices is remarkable.

Primary market factors who toured the country following the conventions report some astonishing variables. For example, Red talls in the New England states were found to range in comparable stores from 69c to 83c, with most pricing about 79c.

Sockeye halves in the same market, which takes a lot of this item, ranged from 47c to 57c.

Not much range in Pink talls—55c the usual price.

Further evidence is reported from a center in the South, where one brand of Pink talls was found priced 77c in certain local supers and 89c in the outlets of one of the big national chains. Note that this wasn't the range between the pricing of a super and that of a papa-mama store. These were the Pink salmon selling prices of a smart outfit of super operators and a supposedly equally smart chain.

The distinction doubtless was this:

(a) The super group's buyers were smart enough to get their orders in early. (They had to be content with allocated deliveries, but they got the best price.)

(b) The super's policy called for pricing on the basis of buying cost rather than replacement cost.

• "What about Japanese Pinks? How do they sell?"

That's a question which travellers asked in their travels, and were asked upon their return to the Coast.

Consensus of answers is about like this:

Imports of Japanese Pinks served to soften the impact of the short supply of Pinks and the acute scarcity of Chums. They have found ready acceptance. Quality has been satisfactory. Retail pricing has been in line with buying levels, putting Japanese Pink halves on the shelves at about 29c average; while domestic Pinks in the same markets were tagged at 33c and 34c. Both items were selling, the Japanese item very actively.

Some large outfits who placed tentative orders for 1,000 cases or so were back in no time at all for five times that many.

• Prices? Latest reported upward movement prior to presstime was a $1 nudge on Sockeye halves, up from $20 to $21, with at least one featured brand at $22. Supplies: light, and in few hands.

The conventions served to bring into the light of day no under-the-counter stocks of salmon; nor did sellers dig any out upon their return.

Van Camp Reports Tuna Gain And "Wholesome" Conditions

Optimism throughout the Southern California tuna canning industry was prevalent in early February. For one thing, Van Camp Sea Food Company, one of the largest packers of tuna on Terminal Island and San Diego, through its president and chairman of the board, Gilbert C. Van Camp, announced that the company for the six month period ending 1955, showed a net profit of $399,000; whereas in a similar period in 1954, there was a loss of $232,000.

Mr. Van Camp stated further: "Prices to the trade this year were generally lower. Because of a larger unit volume, however, our net sales increased from $23,015,000 to $24,644,000, an improvement of $1,629,000.

"Competition arising from the importation of less costly packs of tuna from foreign countries still is a cause for concern. Conditions in the industry, however, are more wholesome than a year ago. There are, therefore, reasonable grounds for moderate optimism regarding the future."

Reviewing the figures of the Department of Fish and Game of California for the California tuna pack of 1955, it appears that the production of the year which has ended is less than that for 1954, a little more than a million case drop. The case pack from light meat tuna continued to lead, with Yellowfin leading in production. The chunk pack from light meat in ½ lbs. outdistanced, again, the packs of solid, standard, grated-flakes, dark-light and tonno.

Bonito and yellowtail figured to a small extent in the 1955 California tuna pack: 2,739 cases of bonito, ½ lbs.; and 2,099 cases of ½ lbs of yellowtail.

Japan Salmon Sales Firm To Handle 1956 Production

• Expecting a pack of between 2.5 and 3 million full cases of canned salmon from Japanese operations in 1956, presidents of the three largest Japanese salmon packers decided in February upon the formation of joint salmon sales company which would handle the marketing of the nation's canned salmon exports.

This decision was reached by T. Hiratsuka, president of Nichiro; K. Nakabe, president of Taiyo; and K. Suzuki, president of Nippon Suisan, who took the action in the interest of orderly marketing of the expected record-breaking pack of Japanese canned salmon.

The joint sales company will follow the pattern employed successfully in setting up marketing houses for canned tuna and canned crab of Japanese origin. The plan submitted to the members of the Japan Export Canned Salmon Manufacturers Association would require that all ocean packs of salmon for export be surrendered to the joint sales company, which would pay 70% of the value upon delivery, with the balance due as soon as buyers' drafts have been honored.

A specific feature of the plan permits each mothership operating company to retain the right to designate the trading firm to which its pack would be delivered by the sales company. This was out of respect for the feeling that previous relationships between packers and the companies handling the shipment of their packs should be respected.

The new sales company will be established in March, with the three previously-named presidents heading its board of directors. Mr. Hiratsuka will be president of the company, which will be called Japan Canned Salmon Sales Co., Ltd., with authorized capital of Y400 million. Stocks sales in the company are confined to salmon packers.

Explaining the new move, a Japanese authority is quoted as follows:

"One of the reasons leading to the establishment of this company was the Japanese industry's necessity for internal self-regulation, and the establishment of a consolidated position, in view of the greatly extended trade volume expected with the United States. These considerations influenced the decision for a broader touch with the American packers in the conduct of the new sales company's business, due to the large number of packers working in the U.S."

Salmon Croquettes Offered

Brownie's of Los Angeles, whose broker and national representative is Gouley Burchan Co. of Los Angeles, is now packing salmon and fish croquettes, deep fried, under the *Yak-Yaks* label.

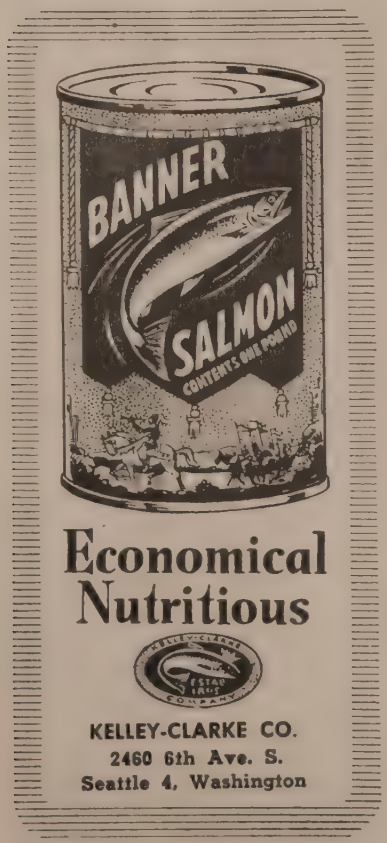
The same firm is also canning Kay-Bee California minced abalone and California abalone chowder, and the same brokerage firm is the national representative for the Brownie Kay-Bee products. W. D. Brown, Sr., is head of the firm; Travis Nettles is cannery superintendent.

Erwin, Wasey To Get Van Camp Brand Account

Malcolm J. Goldie, vice president in charge of sales and advertising of Chicken of the Sea, Inc., and the White Star Canning Company, has announced appointment of Erwin, Wasey & Company, Ltd. as advertising agency for the two companies, effective May 1. The appointment brings together America's leading tuna packer with the agency responsible for the placement of the largest volume of grocery store product advertising originating in the West.

In addition to *Chicken of the Sea* and *White Star* brands of canned tuna the companies' entire line of consumer and commercial products is covered. Servicing of the account will originate in the Los Angeles office of Erwin, Wasey.

It is planned to intensify marketing and advertising activities for all products, according to Mr. Goldie. Plans are now being prepared to implement these goals.



apanese Coho Carryover ffered to U.S. Trade

Coho halves to the extent of 121,-0 full cases of 96s, all ocean packed Japanese floaters in 1955, were fered to United States buyers on vised terms just as this issue of cific Fisherman went to press.

It appears that this market action ued from a meeting in Tokyo of e marketing authorities of the three gest packers, Nichiro Gyogyo K.K., iiyo Gyogyo and Nippon Suisan, o agreed upon a policy of offering is parcel of fish in a block for the .S. market.

It was expected that this offer ould be made through the great hipping firms", such as Daiichi and itsubishi.

tix Adding Accounts t Los Angeles Branch

Robert L. Stix, head of the New ork seafood sales organization bear-g his name, reports that the con-nued growth of the business handled the firm's Los Angeles office has made them interested in adding new accounts which can supply from domestic or foreign sources frozen shrimp, scallops, halibut, salmon and other frozen fish and seafoods.

Rodney Skinn is in charge of the matter in the Los Angeles office.

Mr. Stix reports that he expects to attend the National Fisheries Institute at Miami Beach in April, and can be contacted there.

30-Stick "Family Pak" Introduced by Booth

Booth Fisheries Corporation is now marketing a 1½ lb. package of "Family Pak" fish sticks. This latest addition to the Booth line contains 30 fish sticks to the package, and is principally designed for large families and for use as hors d'oeuvres or party snacks. A multi-color vignette of the product is featured on the overwrap.

Canadian Broker Dies

One of British Columbia's prominent fish brokers and sports enthusiasts, Blaine Myers, died recently at Vancouver.

"Fish Parade" of 1956 Starts Early, Aims High

Getting started in plenty of time, nearly a year before the starting bugle, the Fish Parade of 1956 clicked from the start.

Part of it probably was due to the impetus imparted by originality, the idea of calling it a Fish Parade instead of giving it the trite shop-worn "Fish Week".

When is it?

Next October 29 to November 3 . . . just about the same time as the 1955 National Fish Week.

Difference immediately was notable in the fact that the Parade began to get into formation months in advance, instead of at the last minute.

Secondly, it was started at a national convention, when it could attract national adherence, and it got a boost from some of the leaders of the fish business, particularly in the packaged frozen end of it.

They expect to bring all elements of the fish business into the planning and performance of something that will prove a real parade.

California Canned Tuna Pack — December, 1955

(In cases of 48 cans, except as indicated)

hite Meat	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	*Misc.	Total
1 lb.	607	...	99	...	...	...	...	706
½ lb.	65,702	...	33,712	20,328	625	...	...	120,367
¼ lb.	22,828	...	...	...	...	...	...	22,828
½ lb	..	...	..	.	...	...	641	641
TOTAL in ½ lbs.	...	...	...	.	...	...	..	**133,834**
ght Meat								
4 lb. (12)s)	...	...	954	...	...	...	...	954
1 lb.	649	267	1,807	183	...	...	...	2,906
½ lb.	109,496	...	651,690	103,606	2,233	16,911	...	883,936
¼ lb.	11,863	117	23,265	...	...	17,346**	...	52,591
½ lb.	...	...	...	..	..	...	13,232	13,232
TOTAL in ½ lbs.		..	...	...	..	..	...	**939,856**
onito								
½ lb.	...	...	34	226	...	...	...	260
TOTAL in ½ lbs.	...	...	...	...	...	...	...	**260**
TOTALS	**211,145**	**384**	**711,561**	**124,343**	**2,858**	**34,257**	**13,873**	†1,073,950

Tuna specialty packs converted to ½ lbs.
* ¼ lb. 100s
Total case pack converted to ½ lbs.

California Tuna Operations — January, 1956

(Approximate figures for tonnage and total case pack)

San Pedro		San Diego		Combined
Species	Tons	Species	Tons	Tons
ellowfin	4,673	Yellowfin	4,639	9,312
kipjack	3,827	Skipjack	2,704	6,531
luefin	1			1
lbacore	2,250	Albacore	68	2,318
onito	5			5
			7,411	18,167
Total	10,756			
ack in cases	512,480	Pack in cases	338,467	850,947

Lent Finds Frozen Salmon And Halibut Both Scarce

● Rolling up to Lent, the Pacific distributive fish trade was shy on its two prime frozen items—salmon and halibut.

Situation was most acute in halibut, where the condition was directly reversed from that prevailing last spring. *Then* there was an oversupply which eventually avalanched and swept the price structure into collapse.

This Lent finds almost no halibut on hand, and what little there is has been reserved for customers.

Salmon is little better. The run of Falls was a flop all along the line. The Puget and British Columbia packs were nothing more than nominal.

Troll Silvers frozen on Puget Sound were about normal in volume, but Alaska's production was not more than half normal figures, while British Columbia also was short.

Not only that, but in the scarcity of Falls the trade has tended to turn to Silvers for substitute, rather than to something else of lower grade.

Consequently prices were high. Early in February large red Troll Kings were bringing 65-66c in New York City. Small red Kings were 55c; and Silvers commanded 52 to 54c. Chums were firm at 43c to 45c. Steelheads were scarce, and a bargain at 50c.

● Mild cured salmon, with an early February stock about 2,500 tierces above even date in 1955, was the sole salmon item in full supply. The heavy California production of 1955 had not been absorbed, and smokers were inclined to think that they had plenty of mild cure on hand for now.

One packer put it thus: "We can't help but wish we'd put more of our salmon into freezer and less into casks last summer; but we haven't figured out any way of converting mild cure back into frozen."

Wayne Joins Harnett

Robert G. Wayne, formerly a divisional sales manager for Van Camp Sea Food Company, has joined the Allen Harnett Company, San Francisco food brokers, it was announced.

Mr. Wayne began his career with Van Camp in 1917 as a bookkeeper. He was named a divisional sales manager in 1928 in St. Louis and later Dallas. He returned to the West Coast in 1952 to head Van Camp's Pacific sales division.

In his new position, Mr. Wayne will be responsible for contacting members of the grocery trade in the Bay Area.

Japanese Disappointed By British Salmon Order

First actual permits covering purchase of Japanese canned salmon by British interests was not received until Jan. 12, 1956, although a definite agreement covering purchase of £720,000 worth of salmon had been reached Oct. 15, 1955.

The Japanese sellers were seriously disappointed by the delay, and also by the amount of the initial permits which had been expected to total £3,150,000, but actually came to something between £2,700,000 and £3,000,000.

SEATTLE MARKET

Prices openly quoted in Seattle at presstime for good quality canned salmon fob. Pacific terminal points in cases of 48. Quotations in mixed cases are nominal, due to limited offerings.

Item	Price
Alaska—	
Red, talls	$33
Red, halves	20
Chinook, halves	17
Pink, talls	$22.00- 23
Pink, halves	12.50- 14
Coho, talls	28
Coho, halves	15.50- 16
Coho, quarters	9
Chum, talls	20
Chum, halves	1
Pupet Sound—	
Sockeye, halves	21.00- 2
Coho, talls	2
Coho, halves	1
Pink, talls	2
Chum, talls	2

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To Conserve the Heritage Of Flowing Waters . . .

• The Stream Conservation Coordinating Council, a project discussed and planned by leaders in the fishing industry during the past several years, is now a functioning division of the Association of Pacific Fisheries.

George C. Starlund, Seattle public relations man, is the executive secretary with offices in Suite 200 of the Colman Building, Seattle.

The Council has as its objective "to safeguard and preserve in their natural state, insofar as it be possible, the salmon and Steelhead spawning streams and spawning areas in the rivers and streams of the Pacific Coast and Alaska, including the factors incident to the restoration and perpetuation of the fishery."

A press and bulletin service, and a speakers' bureau are planned as a part of the organization's program to emphasize to the public the value of the natural resource, together with the factors essential to the maintenance and perpetuation of the fishery.

The Council's services as a cooperating education and information medium will be available to federal, state and territorial agencies, and unions, as well as sportsmen's organizations and the fishing and allied industries.

E. E. Murray, president of the Association, appointed the following committee to direct the activities of the Council: chairman, G. P. Halferty, president of G. P. Halferty & Co.; vice chairman, John Mitchell, president of the Puget Sound Canners Association; secretary, Charles D. Alhadeff, president of Whiz Fish Products Company; Sydney M. Rosenberg, president of New England Fish Company; James H. Cellars, executive secretary of the Columbia River Salmon and Tuna Packers Association; E. A. Ruthford, president of the Northwest Fisheries Association; and Gordon Bruce, secretary of the Oregon Sea Foods Association.

Following his graduation in 1930, Starlund was appointed editor of publications at Washington State College. Later he served in state government as public information officer for the Department of Highways, and assistant to the attorney general in public relations. For the past several years he has been handling public relations for private enterprises. An Air Force veteran of World War II, he served in both the European and South Pacific theaters of operation, and returned to inactive status as a tenant colonel.

George C. Starlund, executive secreta the Stream Conservation Coordinating cil, dedicated to conserving the herita the flowing waters.

Fish Products, Gear In Tariff Trading

A number of fishery produc well as fish hooks and nylon fish and netting are concerned in concession negotiations currentl der way in Geneva. About 20 tries, all members of GATT, a volved.

Where fishery products have concerned in such negotiations past, the United States has u made the concessions agreed up

Items subject to negotiation are products of the Pacific fis or are of special interest in this r include:

Fish oils, fish-liver oils, Swo sablefish, canned sardines;

Mild cured salmon, canned s salmon, bonito canned in brine ned mackerel, canned jack ma

Nylon fish nets and netting fish hooks.

A. Cigliano Manages Zankich Fish Firm

The Zankich Fish Co., wh operator at San Pedro, has bee and is now under the managem Anthony Cigliano, son of Ger gliano, president of Pan Pacifi eries, Inc., Terminal Island.

W. Salmon Canners -Elect All Officers

Jack Brennan of the Haines Pack- Co. will head the Northwest Sal- n Canners Association as president 1956. He was re-elected, along h all other officers, in spirited bal- ng at an end-of-January meeting. Other officers: Joseph Fribrock, ig Harbor Packing Co., vice pres- nt; Harry Tallman, Seldovia Bay cking Co., secretary-treasurer; lliam Hington, Washington Fish & ster Co.; Eric Bulmer, Ouzinkie cking Co.; E. E. Murray, Alaska cific Salmon Co.; William Coyne, nette Islands Canning Co.; Henry ard, Emard Packing Co.; Clarence yne, Ketchikan Packing Co.; J. J. d, Alaska Year Round Canneries, stees.

shermen's Federation pens Own N. Y. Office

Fishermen's Federation, Inc., which presents the Fishermen's Co-opera- e Federation of Vancouver, B.C., the U.S., has decided to again oper- its own New York office, as uthard Fisheries has found it neces- ry to discontinue the account.

T. H. Sorensen, general manager, nounces operations will be in arge of the head office in Prince pert through its Chicago office. ere will therefore be no specific rritory as in the past.

"In other words", says Mr. Soren- n, "our customers can deal through hicago or New York, wherever it is ore convenient."

Anthony Marchetta and Stewart ttlejohn will be the federation's presentatives in the New York of- e, and they will be working directly der Ray Besore, Fishermen's Feder- ion, Inc., in Chicago. The new ad- ess in New York is 227 Front reet.

Norfish Handles S.F. "Blue Diamond" Sales

Norfish Sales Co., Oakland, now represents in northern California the Central Fish & Oyster Co. of Los Angeles Blue Diamond brand of fish sticks, breaded fan tail shrimp, and breaded scallops.

Neil and Gilbert Taylor of Norfish Sales Co., have sold their interest in the property and improvements at Fifth & Cedar Sts., Oakland, to Polar Freezer, Inc., but Norfish Sales Co. will continue as tenants in the property.

Samoan Tuna Prices

New contract between the Van Camp Seafood Co. and Japanese tuna vessels supplying its Samoan cannery calls for the services of 18 vessels, to deliver 7,570 tons to the cannery.

Prices per ton to be paid are: Albacore, $275; gilled Yellowfin under 90 lbs., $180; from 90 to 130 lbs., $140; over 100 lbs., $100; spearfish and miscellaneous species, $100.

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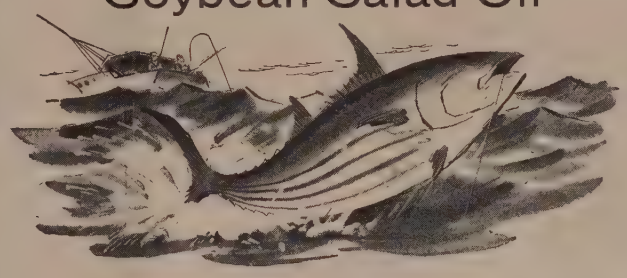

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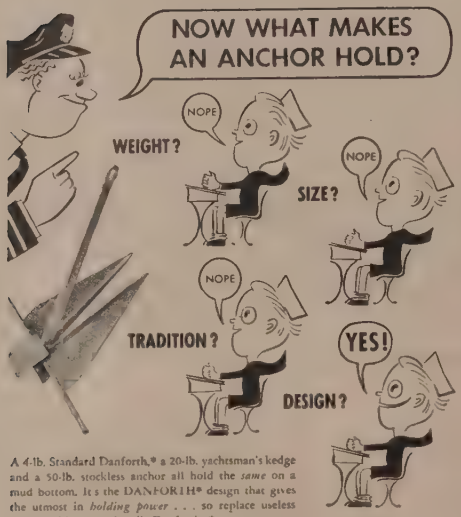

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Vincent Evich

ince Evich Advances o South Coast Veep

Vincent J. Evich, who has been sociated with South Coast Fisheries, c., Terminal Island, for 20 years production manager, has been med vice president of the fish can- ry, whose president is J. S. DeSilva. G. P. Brooks is sales manager of e company, which in addition to cking fish under its own labels, also ns for Del Monte and Dominator bels. Emery A. Beres is treasurer the Terminal Island firm.

raham on NCA Board

Guy V. Graham, vice president of bby, McNeill & Libby in charge of mon operations, was elected a dir- tor of the National Canners Asso- tion for a three-year term at the cent convention of that organiza- n.

Other Pacific Coast fish packer embers of the board—all hold-overs are: Charles D. Alhadeff, Whiz sh Products Co., Seattle; Milton E. ooding, California Packing Corpor- on, San Francisco; James B. Lane, estgate - California Tuna Packing ., San Diego; and Arthur Men- nca, F. E. Booth Co., San Fran- co.

on Doran Manages an Camp at Samoa

Donald Doran, formerly with the storia plant of the Van Camp Sea od Co., has been named manager the Samoan (American) opera- ns of the Terminal Island cannery. Richard Martinson is now manager the newly re-opened Astoria can- ry of the Van Camp Sea Food Co.

Norman McGregor Advances in San Juan Management

Lawrence Calvert, president of San Juan Fishing & Packing Company, recently announced appointment of Norman McGregor as assistant general manager of the fresh and frozen division of that company. He will become the executive assistant of E. A. Ruthford, vice-president.

Mr. McGregor was formerly merchandising manager, a responsibility he continues in his new assignment. Assisting Mr. McGregor in merchandising are Ralph Syverson, sales manager, and William Hansen, assistant sales manager.

Mr. Calvert pointed out that the advancement of Mr. McGregor was the result of more than seven years on their in-plant management training program. During that period Mr. McGregor has held progressively responsible positions, starting in general office work and holding the positions of traffic manager, advertising manager, production manager, and merchandising manager.

Mr. McGregor has been largely responsible for developing the institutional individual servings package for hotels and restaurants, the frozen package design, national distribution and the advertising program of San Juan Fishing & Packing Co.

Norman McGregor, advanced to assistant general manager of the fresh and frozen fish division of San Juan Fishing & Packing Co.

In his new assignment as assistant to Mr. Ruthford, he is responsible for all national distribution, sales, merchandising, advertising, and public relations, including broker and chain store relations of all fresh and frozen products. He also continues in his responsibilities of coordinating production with sales.

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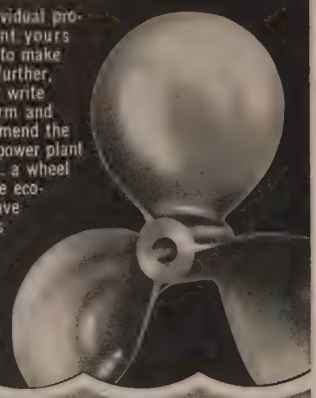

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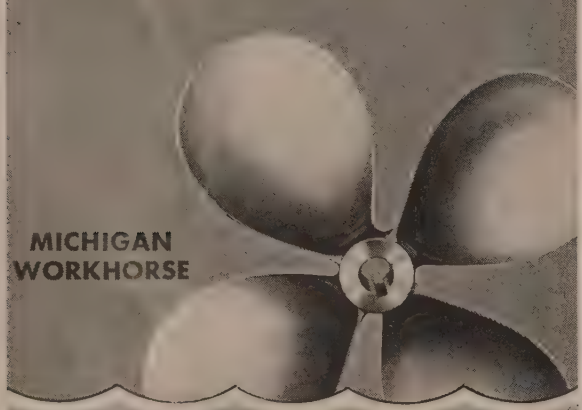

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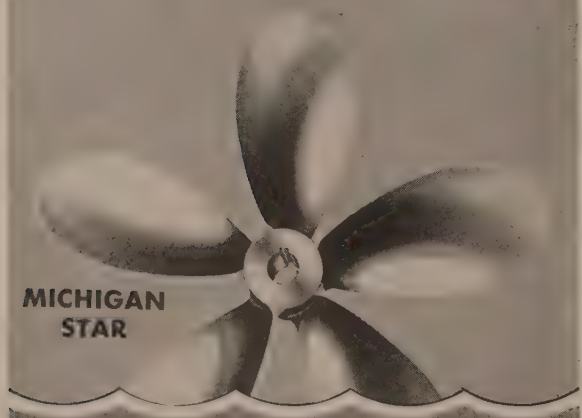

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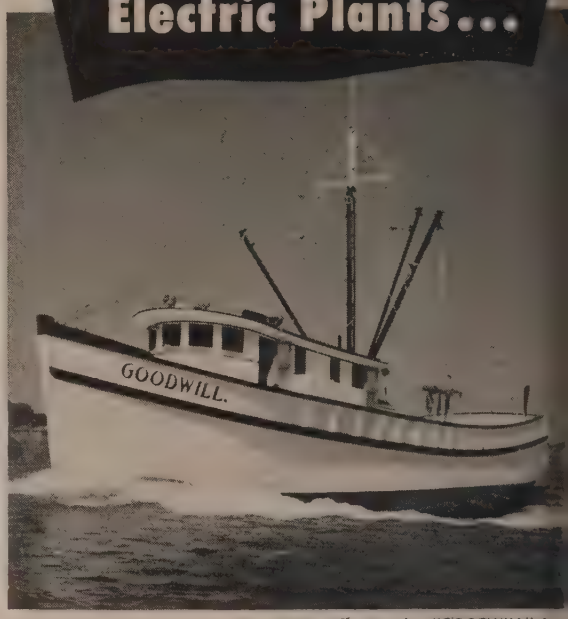

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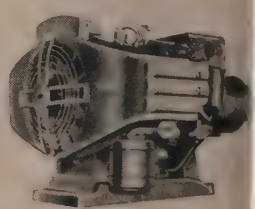

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ert Fish Opens S.F. ter Sales Office

a sequel to B.C. Packers' pur- of a substantial interest in Coast r Co. from Verne Hayes, an- ced in January *Pacific Fisher-* a sales office is being opened n Francisco to handle the entire output available for marketing sh, frozen and frozen processed .

A. (Stan) Sherriff will be in e, and will be responsible for a am to develop wider markets for planned increase in production Coast Oyster beds.

. Sherriff has been with B.C. ers fourteen years. He made a record as manager of the sub- y Edmunds & Walker Ltd., and tly has successfully directed the sion of packaged frozen fish ert Brand" throughout Canada in the United States.

e San Francisco office will be a ch of Rupert Fish Co. Inc., the subsidiary of B. C. Packers Ltd.

Anchovy Pack Tops Mackerel in 1955

Production of canned anchovies in five ounce round 100s was tops for 1955 in the California miscellaneous fish canning industry, with jack mackerel in one-pound talls second. Exact figues: 355,676 cases of anchovies; 342,644 cases of jack mackerel. Pacific mackerel tonnage of 10,304 produced 205,376 cases, one pound talls and 818 cases of 5 ounce round 100s.

Jack was also canned in 2,235 cases of 1 pound ovals and 4,310 cases of 5 ounce round 100s.

Squid tonnage of 5,818 produced 284,841 cases, 1 pound talls.

It will be recalled that in the 1955 session of the California State legislature, a cannery limit of 21,000 tons of anchovies was set for the period of September 1, 1955, through March 31, 1956. There was also a limit legislated on yellowtail, for commercial canning purposes.

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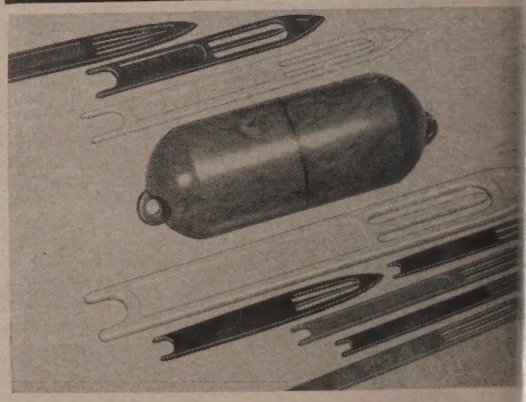

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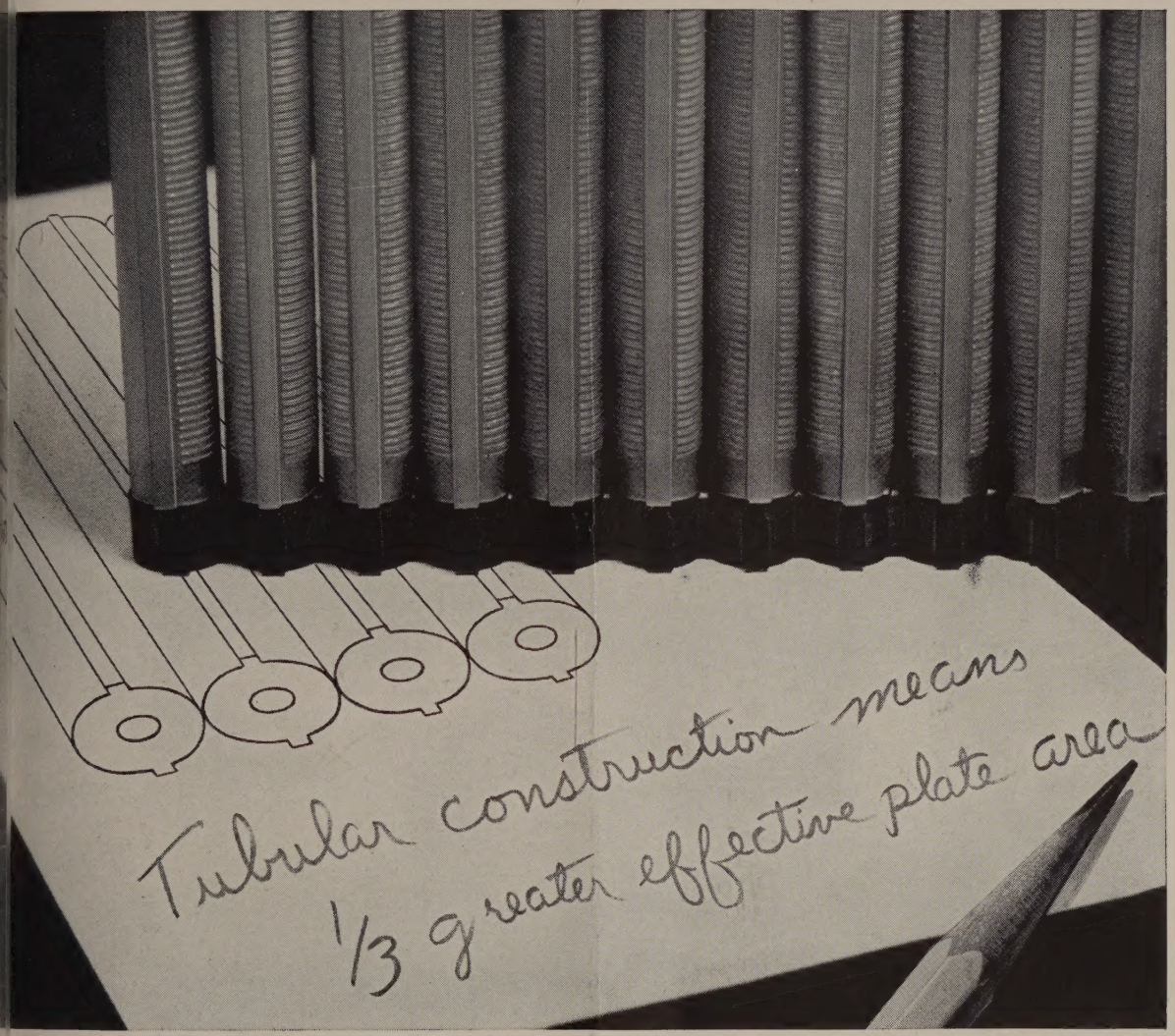
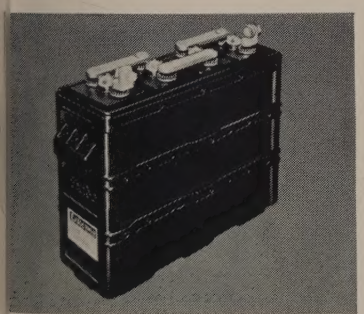


reater effective plate area boosts power for peak loads



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